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Cover: Jose after a successful launch of the X15

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

June 2017

www.hamiltonmac.org.nz

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CLUB NIGHT	Wednesday 14 th June	Doors Open 7.30 pm
VENUE	Beerescourt Bowling Club	
	68a Maeroa Road - Hamilton	

Theme: TBC

Club flying day: Scale day with a "twist"

Bulletin Printing *Compliments of Gallagher*

Presidents Report

Grant Finlay

Well, it's that time again and I'm writing this a week early this time, as our esteemed editor has a bit of work ahead of him and needs to get the bulletin together early this month. We all seem to have busy lives and plenty of things to do, so it is really appreciated when others jump in and add their bit to the running of the club and not leave it all lumped on to just one or two people. I've managed to get into the workshop this last week and got stuck in to some much awaited maintenance work. The Sports Cruiser is now back to flying state after a nose leg whoopsie a few months ago and my DLG tail plane that needed some attention got it. I've also put a bit of work into the Giant Stik Tow Plane upgrade project, so I'm actually feeling like I've achieved some stuff at last! Maybe I will actually get onto building something new this year, and not just maintenance, but that's possibly asking a bit too much!!



Thinking Hmmm! – Gordons Dornier

Last month's Club night was peddled as a 'Bring your Project' night. Thank you to the guys who brought things along to talk about and discuss in front of the meeting. There was some interesting stuff happening and it's great when people bring along bits and pieces to share. Remember that club nights are for you to make the most from by talking with others, sourcing new ideas and passing on what you've learnt. Feel free to bring anything along worth discussing to any meeting, not just when we ask for input.



Grants Challenge
to Members...!

One of the more interesting items to come out of the club night meeting was the challenge I laid down. Some years ago (1988) I modified a low wing sports pattern plane to have wheels not only under the wings, but it also had a trike overcarriage on top of the plane (see pic). The idea of the upgrade was to be able to land the model both upside down and downside up. I remember having a lot of fun landing inverted and scaring a few people along the way. My challenge is for members to take to the building board and hopefully construct or modify an existing plane ready to show off your inverted landing skills at the Club Xmas BBQ event in December. (I'm sure I heard Gordon mutter that "he was up for it" !)



Sel scratching nose !

This month's club night is going to be a surprise...and that's for all of us, myself included! Actually, the truth is we are still working on the topic/presenter for the June meeting at this point (being it is a week ahead of normal when writing this article). Anyway, do not concern yourself too greatly, just mark the calendar and make sure you've got the night off the dishes and come along for another great evening of entertaining aviation.

May's club theme flying day was our second trip up to Huntly this year for Float Plane flying. Gordon has

covered this event elsewhere in the bulletin, so I will just add that we had a great day up there with probably the least amount of drama (read crash's) that we've had in a long time. Maybe we are actually starting to get the hang of this water flying lark!! (Nah, we were just lucky!!) Anyway, a slight southerly wind meant we flew from the reserve area which made a nice change and everyone had a good time, except for having to carry the models from the carpark. Our next float plane meeting will be mid July at Lake Kainui (D) Horotiu once all the duck shooters have finished doing their thing!

Junes club themed flying day will be another attempt to run the "Scale day with a twist". The last event was scheduled over Easter, but alas the poor weather and turnout meant that the event was a fizzer. Thus we thought we'd give it another go this month. Anyone with a scale like plane is encouraged to bring it along for a very low stress fun competition. 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 bribes again and the winner will take away the simple Honour and Glory of Victory on the day! Simple really, no pressure, come give it a go. Note the date for this event has been moved back a week to June 25th from the usual timing so as to not clash with the Tauranga Model Clubs world famous Auction on June 18th. News on the access road bridge. Our man on the inside informs us that the work on replacing the driveway bridge has been signed up.

Work is likely to be completed sometime around September if everything goes to plan. In the meantime please keep using the alternative access, being mindful of farm operations, the Milk Tanker collection, stock in the race and children around the houses. Keep your speed down and give way where appropriate. Thanks.

Finally a warm welcome to new members to the Club, Scott Spooner, Levi Pennings, Shane Weastell, John Townsend & Ryan Cadwallader and Leon Dove. I hope you guys enjoy being part of HMAC as we all do. We look forward to seeing you out flying soon.

Well that's my wrap up of the months events and news items. Please be careful out there and keep your hands, fingers and everything else away from the dangerous hurty bits (Sel, that mean's you!!)

As always, remember, Safe Flying is NO Accident!

Cheers, Grant.

Captains Report

Chris Tynan

We have had some really wet and windy weather over the last couple of months but unlike the dismal summer we have had there has been some really nice sunny days as we head into winter.



Although not always able to utilise all these days as work often gets in the way I've missed a few good weekends due to other family events. Have also when able used a few of these days to

work on my latest project which is a replacement P51 Mustang for my ill-fated one at Awatoto. After much thought of upgrading to a larger or different brand of model (at a larger price tag) I decided as my Mustang cradle, wing bags and associated spares were made to fit the Top Flight model and with proven flight and quality I would stick with their version again. As I am not really a fan of their chosen covering design (and everyone has one) I decided to change to another scheme. It did take a bit to finally tear the nice new Monokote off the brand new model but the thought of wrinkled covering on a hot sunny day gave me the incentive to rip it off. The covering came off reasonably easy and as all the parts were still separate items out of the box now was the ideal time to do it. I did consider building it from a kit but none were available at the time I was looking and Firebrand in Auckland had this model for a reasonable price.

Once all the covering was stripped I started glassing all the parts with the exception of the rudder and elevators as these were not sheeted, Brad offered to cover these with Sig coverall (although I may have bribed him with a new F glow plug) and usual he did another great job.

With the weather not always playing the game it has taken some time to get paint on it but with the exception of some Squadron

markings which Gordon is doing for me and a 2k clear cote to fuel proof the lot it is nearing time to actually screw it all together.

The model is based on the markings of the 363 Fighter squadron which is the group of well-known fighters Old Crow and Gentleman Jim, the later which is what Hangar 9 have based their version on but being more expensive there is less of them around. I wanted the model to be a little generic though as I believe the two afore mentioned aircraft are copied a little too often but I do like the look of them. Not sure what I'm going to clear coat with yet as after a trip to the paint shop the price of 2 k matt clear is more than I care to pay as it is over twice the price of gloss clear! May have found an alternative by the time you read this or may have just done it in gloss, then again there may not be any fine days to clear coat it anyway!

Float fly - Huntly

Gordon Meads



Sel's Calmato

Well, better start with the obligatory weather report! After a shocking day Saturday, Sunday morning dawned clear & calm ...wow, what a difference.

We arrived to find the lake chocker, with water that is! Very high levels and the boat ramp was a bit of a guess as to it's location. There was also the large diving barge parked in an area we often fly in. No matter, the rescue boat was soon launched and we got into some flying. Most of the hardy regulars turned up and got stuck in.



The flying conditions at the start of the day were superb although later the wind came up a bit from an awkward direction which saw us have to move camp around the side of the lake a bit to get a better angle for taking off. There were a few reluctant engines after the long gap

between events but once sorted all seemed to be going well apart from the odd deadstick.

Dennis had a resurrected electric foam job which seemed reluctant to turn eventually crashing into the car-park, oops! Kevin flew a small foam plane in the wind with people yelling no, no, it's too windy for that. However he made them all liars as it handled the conditions well. Stan put together his large Cub and coerced Aunty into flying it. It also went quite well including the dead stick landing. Chris flew his very nice Seawind which was going very smoothly.



There was the usual gaggle of Cessna's etc. tearing up the sky without major incident. I decided it was time to re-test my delta Arrow with a revised C of G. The first couple of attempts to takeoff were spectacular but a dismal failure. I even managed to do a complete roll without leaving the water! So, hand the transmitter to Aunty to see what he could make of it, after a couple of aborted attempts it was decided it needed much more up elevator. Adjustments made and...success!



The Arrow looked good in the air and landed out of gas. The C of G slightly too far forward now but close to right. (For those who were at April club meeting

discussing the correct position, yes, it did need to go forward, around 2 inches)

Now, a special mention to our “swollen headed” test pilot (Aunty) who did a great job on the day, although his judgement is not always perfect. On his last flight of the day with his “Ready”, being a bit lazy to carry it back to the car he decided to do an enormous bounce off the water and up onto the lawn. The bang could be heard across most of Huntly! On recovering the aircraft the tail-feathers were extremely floppy and worse for wear. All part of the plan??, yeah right!



It was a very enjoyable day, many thanks to our intrepid boatman Phil who is an invaluable asset to float plane flying. You may need to get some longer gumboots though!

Vintage Contest/Rally 20-21 May 2017

Dave Crook

Leading up to the weekends flying all indications from the met office were for unfavorable conditions on the Saturday with both heavy rain and strong winds forecast. Both Tony and I held off as long as we could before making the call to cancel the event on the Saturday ever hopeful that a miracle may happen and somehow it would be fine after all. That wasn't to be and for once the weather gurus were true to form and the right call was made.

Sunday turned out to be fine and clear after an overnight low of -1 but an annoying wind made itself felt around 11.00 am on top of what was an already cold day. Martin Evans had put the word out

to everyone earlier that it may be best to park along the roadside as previous heavy rain in Ngatea could possibly make the use of the farm track tricky, and no one was going to risk getting stuck. In the end there were 9 registered flyers recording some 49 flights on the day. Not too bad considering the conditions.

Due to the wind and cold temperatures it was very hard to muster up the necessary enthusiasm, with a few people choosing not to complete their rounds or their fly offs. A couple of people wisely chose not to fly at all. It was evident that the wind had an effect on many of the scores as only a few people were able to reach the fly off stage. Tony Gribble once again demonstrated what a Jumpin' Bean can do, with another time of over 20 minutes. As Tony's timer I know this flight was deliberately cut short as he brought the plane in to land, so possibly flights over the 30 minute mark are achievable? John Butcher got in nice and early before the wind arrived and put in 3 top scores with his Gollywock in Vintage E Rubber Texaco. With his main rivals in this class, Keith Trillo and Wayne Cartwright both sitting this one out John decided a fly off was not necessary. 6 classes comprised of only one person flying that class. This is certainly not the norm and was obviously down to the conditions and low attendance but it does give an indication of the wide choice of Vintage aircraft that people can choose to build and enjoy flying. As far as flying conditions went I felt that once you were at a reasonable altitude the air up on high was very pleasant and the planes were certainly not getting bucked or tossed around. Going backwards perhaps but certainly nothing nobody could handle. Closer to the ground was a different story however. On behalf of Tony and myself and the Vintage SIG we would like to first off thank Martin and Paul Evans for the use of and the excellent preparation of the Blackfeet field, and also all those people, pilots and time keepers that came out and braved the final event of the season. Get building everyone and we look forward to doing it all again starting in September, stay tuned.

Waikato Tarmac Control Line Champs

Brian Howser

Great weekend, great weather, great site. A huge thank you to Chris Allen who on Friday mowed both circles, all the pits, parking area and the roadway from the front gate.

While he was doing that I prepared models and when Rod Brown arrived he test flew 3 models for me. All was okay for Saturday and what a great day of weather and flying we had.

Slow Goodyear had 7 entries and after 12 flights there was only 28 seconds difference between the fastest and the slowest times. Some very close racing and Brendan was heard to mumble, beaten into the final again by 1 second. Good to see Rob Wallace going well and with a new model and motor which was still being run in.

F2C Team Race. These guys wanted to get on with this racing so we ran 2 races on Saturday and 2 races on Sunday. They are all going to the World Champs in France July 2017 so the racing is serious and intense. Some good times were posted and the pilots worked hard to fly to the rules. An NZ record was set in race 4.

The 3rd race was one of the best races I have ever seen but it was in the 4th race that a new record was set and also the lines on Andrew and Brendan's model broke with the model disappearing into the swamp and could not be found. I haven't had an update so at this stage there is one very expensive and possibly their fastest team racer hiding amongst the Bull rushes and swamp (since found-ed). Several people spent some time up to their knees in the mud and swampy water looking for it. However the racing was just the best and these models and motors which cost a lot of money are so good to watch. They are made in

Europe by some very talented modellers and I believe that is their full time job.

F2F Team Race. This is a more simple class of F2C racing with a profile fuselage, larger tank, plastic propeller, slightly older motors and is aimed at getting people started into F2C.

There was only 2 entries, [but lots more coming], they had 2 races and the fastest time is now the record because this was the first official race in NZ.

Classic FAI TR. These models are based on the early F2C models. It is still an unofficial class but we had 3 entries and there was some good racing. Four times under 5 minutes was good. Don and Andrew flew their faithful old Classic A from about 1967? Also powered by an almost as old Mk 3 Oliver Tiger. Rod and Glen flew Rods model that he had flown at the world Champs in Aussie last year. Graeme and Robert flew Graeme's Australian type A team racer which is an early type but small model with a very good Rothwell copy of an Oliver Tiger it is very quick and way too fast for our Classic A team racing but [sort of] OK for Classic FAI.

Class B Team Race. Rod had fitted skids for Tarmac flying to his Piggy Farmer but during his practice flight it quietly lost height until it flew into the Tarmac which of course did a fair bit of damage. All the front end had a lot of gravel rash and both the wing and tail had one side broken off. Obviously something in the controls let go. [more damn repairs]

Andrew and Don didn't have a test flight but Ash, Bryce, and I needed some test flights then we were ready to go as well, [Yeah right]. I now have Brads later model G21/29 Super Tigre in my model and while it is fast it just seems to be down on laps. Sometimes it becomes a two stop heat which is no good at all for a 90 lap heat. We flew 2 heats then flew the final

and we finished at 160 laps forgetting that it was 180 laps for this class. 160 laps was for one of the previous classes that we had been flying.

Classic A. Bryce and I flew some of this by ourselves. We had to keep flying so Bryce flew his model and I pitted then he flew my model and I pitted. Rod arrived so we had two 2 up races. Because we had a race each we decided when Rod arrived over to our circle that we should have another race with him, that's why he has an extra time.

Classic B didn't happen. Rob Wallace had a little bit of an issue on take-off and destroyed a set of lines and lead out's and Rod had damaged his model too.

Fast Goodyear.

Waikato 2017 summary							
F2B FAI STUNT							
NAME	Round 1	Round 2	Round 3		Best 2	Place	Normalised
Kevin Barnes	1,115.3	1,104.5	1,100.3		2,219.8	1	1,000.0
Danny Walker	1,068.8	1,058.3	1,067.5		2,136.3	2	962.4
Chris Allen	898.0	968.5	896.3		1,866.5	3	840.9
Don Robinson	846.5	609.5	849.8		1,696.3	4	764.2
SPORTSMAN AEROBATICS							
NAME	Round 1	Round 2	Round 3		Best 2	Place	Normalised
Bryce Rackley	267.0	278.0	308.0		586	1	1,000.0
Dave Ackery	265.0	276.0	305.0		581	2	991.5
Marcel Le Grand	189.0	248.0	274.0		522	3	890.8
David Thornley	219.0	252.0	256.0		508	4	866.9
CLASSIC AEROBATICS							
NAME	Round 1	Round 2	Round 3		Best 2	Place	Normalised
David Thornley	243.5	249.0	-		492.5	1	1,000.0
Kevin Barnes	189.0	-	-		189.0	2	383.8

Andrew and Brendan flew my new Mr D model with a Rossi car motor. It went okay but there are a couple of things that I am not happy with. That motor sings on 20% Nitro and a 7x6 APC prop.

Glen and Rod flew Rods old model to a reasonable time in the first heat but never completed the second race and I don't know what happened.

Bryce had an old model with a K&B 21, he put in one time but could not get it to start for the second race.

Jet/Speed. This was the last event of the weekend and looking at the results there were 17 flights and 3 attempts. The NP guys really do have the jet starting procedure down to a pretty fine art these days. Not too many metering jets had to be changed. Both Andrew and Brendan flew their fast jets, I think Brendan's speed was around 185mph and Andrew's was around 197mph. Tis nice music if you like that sort of thing. I LUV IT.

I am sure that there is some stuff that I haven't covered so if there is something you guys would like to add please do so. Thanks to everybody who helped.

Jose Cerezo's "North American X15 Project" Grant

Unfortunately I can't tell you a lot about this project, because I don't know anything about it !! Maybe this will entice Jose to write an article (Hint Hint)



Jose is one of our newer members, arriving from his homeland of Spain a couple of years ago. Moving to NZ, he brought with him a

container load of household items which consisted mostly of Model Planes and equipment apparently ☺

The X15 project got underway a few years ago I'm told, with a full fuselarge model. This latest version is a much lighter depron foam profile model. The launch aircraft is a test bed too and if I understand correctly, this may be replaced with a scale aircraft in the future?



Dennis Raynel was the initial test glide pilot for the model with Jose sorting out a Mode 1 TX especially for the HMAc guys to fly it (good choice :) The model is very small at 400 feet and the wingspan is non-existent. Needless to

say, until the model loses some height it is extremely difficult to orientate on, which is attested to by Dennis landing in the outfield a couple of times on the first test flights whilst he was still trying to get the model sorted. Luckily the model is so light, that you can land it pretty much anywhere without doing damage.

As the model is just a glider, it's a one way trip and with literally no wing, it certainly will not thermal! I was lucky enough, along with Gordon and Frazer to experience a handful of flights ourselves. Dennis did a good job sorting it for us as the flight time is short. I did manage to get it back onto the field each time and discovered it would roll and slow up quite nicely, but it did have a wicked stall if you weren't careful. My triumph for the day was landing it back at my feet (Ok, I admit there was fair bit of luck in that one).

Nonetheless, this is an interesting combination of models and the X15 is a challenge to fly until you can see the wings clearly. I look forward to my next chance to fly it and if you get offered a flight, I would dare you to try.... just be prepared to go walking to bring it back!!

Coming Events

Jun 2017

- [RC Soaring F3B Competition \(Hawkes Bay\)](#)
June 10, 2017 - June 11, 2017 @ Aorangi Road, South Hawkes Bay
- [HMAC Club Night Meeting](#)
June 14, 2017 7:30 pm - @ Beerescourt Bowling Club Club Rooms, 68A Maeroa Road (behind the tennis pavilion)
- [Tauranga MAC world famous Model Auction](#)
June 18, 2017 8:30 am - @ Jean Batten Drive, Mount Maunganui. Registration from 8.30am, Auction from 10am.
- [RC Soaring Aerotow event - Hawkes Bay \(Aorangi Rd\)](#)
June 23, 2017 - June 25, 2017 @ Aorangi Road, South Hawkes Bay
- [RC Pylon Racing Series & Series Finals BBQ](#)
June 25, 2017 10:15 am - @ JR Airsail Airfield, 299 Native Rd, Pukekawa
- [HMAC Club Day - Scale Models](#)
June 25, 2017 11:15 am - @ HMAC Reekers Field, 231 Collins Road Hamilton

Jul 2017

- [HMAC Club Night Meeting](#)
July 12, 2017 7:30 pm - @ Beerescourt Bowling Club Club Rooms, 68A Maeroa Road (behind the tennis pavilion)
- [HMAC Float Plane Day @ Lake D \(Kainui\)](#)
July 16, 2017 9:00 am - @ Lake Kainui (D), Lake Road, Horsham Downs.

Flight Lines Deadlines 2017

- July Bulletin – 25th June

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

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