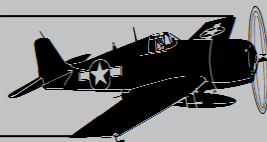


May  
2017

# *Flight Lines*



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Cover: Daryl Choat with his latest creation.

# ***FLIGHT LINES***

HAMILTON MODEL AERO CLUB INC.

May 2017

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

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Mike Wilson	021-1689243

<b>WEB SITE</b>	Mike Wilson	mikeywilson@gmail.com
<b>CATERER</b>	Collen Tynan	

<b>CLUB NIGHT</b>	Wednesday 10 <sup>th</sup> May	7.30 pm
<b>VENUE</b>	Beerescourt Bowling Club 68a Maeroa Road - Hamilton	

Club Night theme: Bring your latest Project for discussion

Club themed flying day: Float Planes

**Bulletin Printing**    *Compliments of Gallagher*

# *Presidents Report*

Well, for a change I'm not flying today, instead I'm in Tauranga at the Blokart Heaven Land Yacht Track in Papamoa for some team racing. For those not familiar with the sport, it's pretty straight forward and generally only requires one major component...WIND! Well, as you may have picked up by the fact that I'm currently typing this report, we don't have any WIND! ...Just like flying, when you want calm you get wind and when you want wind you get calm, I guess there's no way to win against mother nature.



I did manage to get some flying in during the month with a good day at the Cambridge Vintage and Glider event.



Phil and his vintage model

This was a well-attended event over all, with at least 15 HMAc members present. I also went to Waharoa to fly in the Scale Competition event last weekend. Gordon, Alan and myself all flew and had a pretty successful day. There were around 15 or thereabouts entered over three classes with the "intermediate- fly only" class drawing the bulk of the entries. This was a pleasant & relaxing days flying with great weather, I would recommend it to

anyone with a 'half scale looking' model. ANZAC day was another great flying day for which I spent most of it at the club field. A great turnout saw the pits full to overflowing. I managed to fly all of the planes I took out along with a few from other guys taking my total to ten different aircraft flown for the day. Add to that another four other planes on the Sunday before and that took my total to 14 different aircraft flown over two days. Maybe we could look to setting some sort of record as a club event or possibly look to some other challenge to do as a club. Any thoughts guys?

Our own monthly club fun fly event was scheduled for the Sunday of Easter. Gordon was there to run a basic scale flight event, but the poor weather and lack of competitors meant this was a non event. Hopefully we will try to run this event again later in the year in some better weather.



Our May monthly flying event is scheduled for another float plane day back up at lake Puketirini in Huntly on the 21<sup>st</sup> May. The last event in March started off looking like the weather was going to kill any flying at all, but a handful of us still went up and had at least 3 hours of good flying off the lake before the weather packed

it in again, this was far better than anticipated. Fingers crossed we will get a full days flying in this time with the usual 9am kickoff and rescue boat to collect the carnage (ah Gordon!)

Aprils Club night was a bring “your problem” along for the members to help solve or provide potential solutions for you. There were a handful of questions put to the floor and a much bigger response with ideas flying left, right and centre. This club night topic seemed to draw a bit of positive feed back and thus we will likely do a similar meeting a bit later in the year. Frazer Briggs also provided us with a run down on the Trans Tasman (TT) Precision RC aerobatics event held at the Hawkes Bay club at the beginning of the month. This was the first TT in some years, with great support from both sides of the Tasman. The Kiwi’s ended up taking home the TT Teams Challenge Cup with Frazer winning the overall F3a individual placings. Well done guys, an awesome effort.

Mays club night will be another meeting focused on member contribution. We would like you to bring along your latest project or even just parts thereof for everyone to look over. A quick talk about your project is all we are after. Suggestions such as, why it appeals to you, anything particularly interesting about it, problems you’ve dealt with along the way, problems you haven’t sorted yet, details about the real thing if it’s a scale like model, details about construction, engines, retracts, anything. This will be a great opportunity to see what other guys are up too before the model hits the ground at the flying field, and with the chance to ask



A rare sight in the wild



questions and get ideas for your own projects. So make sure you bring something along and help it to make it your club night. In case you are wondering about the vehicle access to the HMAc



Flying Field, I don't have much information to hand at present. I have been told that there have been quotes made for a replacement bridge and repair work, but I know nothing more than that at this stage. 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 for your support thus far with this. I will update the club when we know anything more.

Coming up there are a few events leading up to winter so make sure you keep an eye on the Calendar and especially the Website version where any new events and notices are recorded or posted (plus also the Hamilton MAC Face book page too). So that's my lot for another month, hope to see you at club night or at the club field on a flying day.

Play Safe. Grant.

## ***Captains Report***

***Chris***

The met service and media where predicting cyclone weather and I must say as we drove down to Wellington I was thinking perhaps for once they may have been right for a change.

Where were we heading you may ask? We had made plans some time ago to head to Blenheim to attend the Omaka Air Show, unfortunately as Easter weekend drew near so did cyclone Cook and the decision to make the trip for the long weekend had to be made, at this late stage cancelling the boat and motel was not going to be an option as were the pre-paid Omaka tickets so I weighed those issues with the possibility the weather predictors were off again, and the probability the sunniest place in NZ would again give us a good weekend.



Some say we are crazy driving down to Blenheim never mind in heavy rain but we have done it many times before mostly with a race car in tow.

As we got to the Ferry in Wellington around 1am, the rain had all but stopped but we were informed the Ferry sailing was going to be delayed by a few hours as the returning ferries could not leave Picton when they should have. Not all bad as we had a cabin booked and had a few more hours sleep and it's a lot cheaper than a motel!

Off the Ferry at Picton the weather was looking good and we looked for somewhere for breakfast, while there we got a text from Aunty and he was not a happy camper after the cheeky bugger



stated he would wave as he flew over us en route, he was stuck in Wellington airport with a predicted departure time of Sunday some time!! After trying every avenue of getting over the ditch he eventually got to the show mid Saturday, much better than Sunday but still half way through, that will teach him to be so cleaver. Friday we had a good look around Blenheim and settled into our motel which was out of Blenheim a little but all good. We had not booked for the Friday night show but found ourselves near the end of the Omaka air strip along with many locals taking in the fly over's of the war birds doing practice laps before the night show and fireworks display. Great display now observed by many more from this vantage so I assume it is a well frequented spot when the show is held.



Blenhiem again gave us a nice sunny day on Saturday and the air show did not disappoint, seeing the Fokker DR1 my model was based on in person we were impressed with how accurate it was copied. I particularly enjoyed the mock dog fight with seven Fokker tri planes, Sopworth Camel, Sopworth Snipe, Nieuport N11, Fokker D.VII and Pfalz D.III all doing an excellent job of

chasing one another around the sky without colliding with one another all happening with solder and tank battle going on below. Like any show featuring war birds nothing beats them low fast flybys whether V12 powered or big 18cyl radials, makes you get goose bumps.

Sunday again started with sunny weather but clouded over later in the day but stayed fine till the very end with a mass flyby, good weekend and a must do for aero enthusiasts.

Monday was spent going through the Aviation Heritage Centre for which the air show raises money for before heading home, another attraction well worth making the time to visit.

All in all a great weekend and glad we made the trip in spite of the weather warnings, although the boy that cried wolf comes to mind and may catch us out one day!

Till next time. Chris

## ***Waharoa Scale***

***Gordon***

Perfect fine weather greeted a very strong turnout of pilots from the top half of the country for this scale competition on Saturday 22<sup>nd</sup>. April.

As there was a large entry flying got underway promptly and was continuous throughout the day with only a short break for lunch. The first flight was at 9.30am and the last at 5.15pm. Scale competitions do tend to take up a bit of time! This despite the next competitor always with plane started and on the taxiway as the previous one was landing.

Alan, Grant and Gordon were competing from HMA. Alan flew in novice, Grant and Gordon in intermediate which was the largest class by far.

The mint weather conditions meant some very good, neat and accurate flights were done by all with no dramas at all throughout the day. The scoring was quite high across all classes with not much margin between first and last places.



Happy  
Gordon

Alan ended the day 3<sup>rd</sup> in novice class, intermediate class had Gordon in eight with Grant winning the day. Grant's flying was pretty hard to fault all day so this was a thoroughly deserved win. He will have to move up to classic next time to give the rest of us a chance!

Classic scale was won by Colin Austin with a polished display. All in all a great day so many thanks to the Matamata club for the use of the field and the scale sig for making the event possible.



## ***Hint from an unnamed club member***

Inadequately Charged Batteries If you crave excitement, try flying your favorite airplane without charging the receiver battery. To double the fun, don't charge the transmitter battery, either. Then you can take bets on which will fail first. Joking aside, charge those batteries before flying, and check them at the field if you are not sure whether they are charged. Most Tx's have built-in volt meters; don't fly if the voltage is getting low (Note different Tx's use batteries of different voltages, so check). You can check Rx batteries with an inexpensive expanded scale voltmeter (which should be a part of every flight box). Remember, low batteries lead to crashed airplanes. This is one case where an ounce of prevention is worth a pound of cure. Don't ask me how I know...





# ***Classic Fighters Omaka 2017***

***Grant***



Across Easter, the Classic Fighters Airshow at Omaka Airfield in Blenheim was the place to be for anyone interested in full size airshow displays. The Omaka event has been running for a number of years now and has great support from the NZ aviation fraternity. In my opinion this would have to be rated as the best Airshow in NZ at present for it's variety and entertainment value. The smaller crowd sizes also mean it is an easy show to get to and from (no big traffic jams) and there is plenty of viewing space. The show presents most periods of aviation from the early 1900's right through to present day with a variety of Military and Civil aircraft. Peter Jackson's input has made a huge impact on the number of early WWI period aircraft (replica's) available to display. For example this year there were no less than seven Fokker DR1 Triplanes (the Red Baron included). Other early period aircraft included an early Bleriot XI, Fokker D.VII, Pfalz D.III, Nieuport N.11, Sopwith Snipe, Camel & Pup. And so the line up of aircraft continued through WWII with many Harvards, 3 Spitfires, Corsair, 2x P40's, Yak 3, Avro Anson, Yak 52's, Nanchangs and much more beyond.

The cyclone Cook played havoc leading up to the show starting, but come Easter Friday the weather played the game and allowed the show to go ahead with only minor issues from a spectators

view point. Getting there for some of us was an issue; I left Hamilton on Thursday lunchtime on a flight with AirNZ, but never actually got to Blenheim until mid day Saturday with an unscheduled two day stopover in Wellington! Chris & Colleen Tynan opted to drive down and with a ferry ride, were there well in time for show opening!



So all in all, despite my delayed arrival, this was still a great airshow and one I would recommend heading to again in two years time, see you there.





# ***Rob Whalley's F14 Tomcat***

***Alan***



I went down to New Plymouth for the Brett Cudby Memorial weekend together with 5 other club members. A report was in last months newsletter. I stayed with Rob Whalley and he showed me his still to be completed F14 Tomcat. This is a Jet Hanger Hobbies fibre glass kit, and was built for the Top Gun

movie.

Robs kit has a scale undercarriage, 2metre wing span with wings extended and the length is 1.8 metres. The wing system has an electric screw jack wing mechanism and is run by a Tamiya 4 stage cycle gear box. The motor to power this jet will be a P60 and the weight should be around 9kgs.



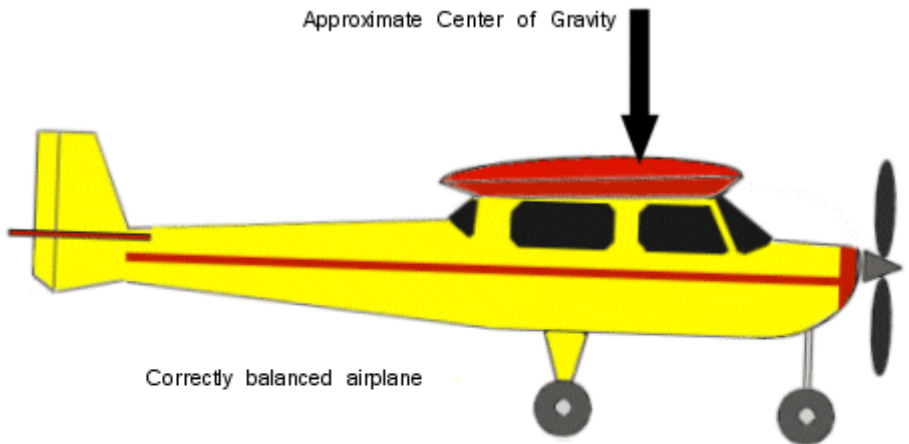
# ***Finding Your Center of Gravity***

This is one of the most overlooked parts of setting up airplanes. In the old days, if the airplane was nose heavy that was the proper CG. That was the old-school way and that's what I was told by pilots who trained me and whom I looked up to. Most of these pilots were in the IMAC and pattern scene. Also I was trained to

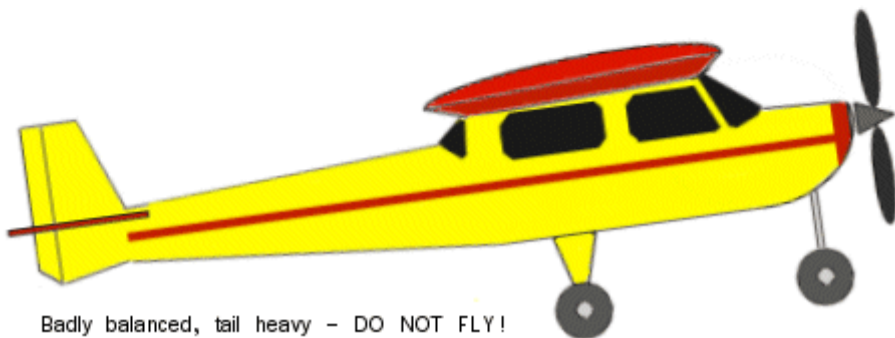


The Brigg's Mossie

balance my airplanes on my fingers and to use weight to balance my airplanes. I was also told to balance the airplane to the CG on the plans or whatever the instruction book has in print...sound familiar? What I have learned over the years is that these "words of wisdom" might not always be correct and it is possible to improve on them. Let's break this down. Balancing your model to the plans is a great place to start, but only a start! The model may balance differently from the plans depending on the various equipment you add as well as what is needed for your flying style. So try this the next time you want to balance your airplane, I hope that this will help get the job done!



Correctly balanced airplane



Badly balanced, tail heavy - DO NOT FLY!

Once your airplane is balanced to the plans, fly it around the field and adjust the trims. Next, fly the airplane into the wind on a 45-degree up line and perform a half roll. When the airplane is inverted, let the stick go on the elevator. If the nose pitches up... its tail heavy. If the nose goes down... the airplane is nose heavy. If the airplane stays straight... the CG is dead on.

When you balance your airplanes, you should try to use some type of CG machine. If you have used the finger method, I can promise you can do a "better job for the airplane" and chances are you could be balanced incorrectly.

There are different ways of balancing the different type of aircraft models:

- If it's a high wing or trainer... balance the airplane upright on the bottom of the wing.
- If the airplane is a mid-wing or lower mounted wing, balance the airplane upside down.
- Use the battery to help with the CG by moving the battery forward or aft before adding extra weights.
- Balance your airplane left and right as well as fore and aft. This is done by hanging the airplane on the thrust line at the points forward and aft on the fuselage to obtain the wings to be level. Again, equipment placement before adding weight.

The goal: balanced airplanes. They fly safe. You will be able to fly the airplane in any direction, whether upright or inverted. Landings are easier, and less damage from any landing is always a good thing! The model's settings should not have to be done with major trim and you should not have to put any pressure on the stick to keep it level. All your trims on the radio should be centered. If you are flying around and your trims are not centered something is not set up correctly. This leads to flight problems and unsafe aircraft.



Brad with vintage model

# *Coming Events*

## **May 2017**

- MANZ Large Model Rally  
May 6, 2017 - May 7, 2017 @ Matamata-Piako MAC, Jaggars Road, Waharoa (Matamata)
- HMAC Club Night Meeting - Bring along your Latest Project (or parts of it) May 10, 2017 7:30 pm - @ Beerescourt Bowling Club Club Rooms, 68A Maeroa Road (behind the tennis pavilion)
- IMAC Scale Aerobatics Competition - Galatea (Revised Date)  
May 19, 2017 - May 21, 2017 @ Galatea Airfield, Galatea
- Vintage RC Contest & Rally  
May 20, 2017 - May 21, 2017 @ Thames Blackfeet MAC, Ngatea
- HMAC Float Plane Day @ Huntly  
May 21, 2017 9:00 am - @ Lake Puketirini (Weavers) Reserve, Rotowaro Road, Huntly
- Taupo RC Soaring Aerotow event  
May 26, 2017 - May 28, 2017 @ Taupo MAC, Centennial Dr Taupo (next to the Taupo Motor Sport Park)
- RC Pylon Racing Series  
May 28, 2017 - @ Clausens Farm, 244 Telephone Road, Puketaha Hamilton

## **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)
- 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

<b>Flight Lines Deadlines 2017</b>
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June Bulletin – 28 <sup>th</sup> May
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**For further up to date event info please visit:**  
**<http://www.hamiltonmac.org.nz/>**

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