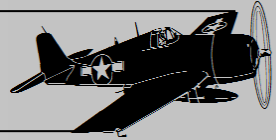


November
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FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

November 2017

www.hamiltonmac.org.nz

PATRON

Graeme Bradley

PRESIDENT

Grant Finlay

027-273-7461

VICE PRESIDENT

Gordon Meads

021-125-2911

SECRETARY

Alan Rowson

07-843-3889

TREASURER

Alan Rowson

021-025-93002

CLUB CAPTAIN

Chris Tynan

022-353-9231

BULLETIN Ed.

Mikey Wilson

mikeywilson@gmail.com

COMMITTEE:

Mike Sutton

Lyndon Perry

Sel Melville

Mike Wilson

021-2588506

027-4823459

021-1689243

Assistant Finger Checker

WEB SITE

Mike Wilson

mikeywilson@gmail.com

CATERER

Collen Tynan

CLUB NIGHT

Wednesday 8th

7.30 pm

VENUE

Beerescourt Bowling Club

68a Maeroa Road - Hamilton

Theme: Malcolm Foster speaking on flying up the Thames Coast

Club flying day: Float planes at Lake D (Kainui) Horotiu

Bulletin Printing

Compliments of Gallagher

Presidents Report

Grant

So here we are nearly into November and rocketing our way towards Christmas. I'm not sure where the year has disappeared to, but I guess I have managed to finish a couple of projects and keep up with most of the maintenance, so that's got to be "all good". With the warmer weather, it's making the work in the workshop much more enjoyable. As the temperature rises, at least I'm not standing there with a beanie and woollen gloves on, heater on full blast & trying to fit Servos or get glue to harden. In this past month, I finished the outfit and upgrades on the (TradeMe) 1/3 scale Piper Cub purchase and it's now ready for its test fly as soon as the weather allows. I don't think the weather man has quite figured out that it's spring just yet, except for the odd couple of windy days we've had. Gordon and I got out slope soaring over Labour Weekend at Ruapuke for an afternoon. We both blew out the cobwebs from the brains and the models too! I test flew my new Ridge Racing model which flew straight off the board, with only two clicks of right trim, a very un-dramatic start really. I was very happy with its flight characteristics and it felt like a 747 on Rails. Being that it's a reasonably good size & has some weight behind it, I think it was a good choice. But most of all, at least we made the most of the windy day on a long weekend that wasn't much good for anything else!



October's Club night was our annual buy, sell and swap meeting. Although the tables weren't chock-a-block as we have seen them in some years, there was still a good representation of bits and pieces for people to sift through. Maybe that means we're just buying stuff more wisely these days and don't tend to have lots of extra unwanted stuff lying around to sell. Whatever the reason, if you don't have a need or a want to sell something, then that's just the way it is. The balance of the meeting was taken up with pictures and video from the photo files etc

plus a couple of “five minutes of fame” stand up sessions from Earl Kean and Gary Mitchell. It's great to see these guys share their modelling history and give away a bit about how they came to be involved with the Model Aircraft hobby.

For this month's Club night, we'll see our former member Malcolm Foster join us for the evening. Malcolm will give us a presentation of some of the history around “Marine flying” and also detail his recent efforts in doing the same from his “Sea base”, nearby where he lives now in Thames. This is guaranteed to be an entertaining talk as Malcolm has the “gift of the gab” shall we say, and I'm sure it will be more than amusing, so definitely don't miss this one.



Octobers themed club flying event was a Radar Gun Sunday. The weather wasn't the best and this probably accounted for the relatively poor member turn out, which was to be expected all things considered. However, the five pilots and a handful of onlookers made for an entertaining competition with everyone being able to take part. A big thanks to Stan Hodgson for the loan of the radar gun for the day, it

really made for some interesting results, not to mention flying! The speeds were probably in excess of what most people were thinking would be my guess. Brad has written a report elsewhere in the bulletin, so I won't say much more, other than to add it was a great little event which I hope to repeat again.

This month's club flying event is to be our final float plane day of the year out at Lake D, Horotiu. As usual the gate will be open from 9 a.m, but as we have to share the lake with the water skiing boaties, we will have to be extra careful on, around & over the water. Our last float plane day proved interesting with an onshore breeze. Hopefully this time it's a bit more along the Lake Edge instead, I guess we will just have to wait and see, fingers crossed. See you there.



The most exciting piece of news for this month is the return to using the main Access & Tanker track to our Reekers Flying field. The installation of the new bridge over the creek took a week or so and the

contractors appear to have done a great job, this bridge looks like it will be there for the next 300 years. As it was commented by one club member, "it is built like the brick proverbial". I must include a huge vote of thanks and appreciation to the staff and management of the Pengxin Farms for being so accommodating to us over this period and providing us with the alternative access to our field. Also, a big thank you to Jan Reekers for organising all of this on our behalf. Without either of these teams coming to our rescue we would have been in a far worse off situation getting to the field, if we could have got there at all. So, a

great big huge THANK YOU from all of the Hamilton club flying members to these guy's. As always, please remember the farm activities have right away over our access to and from the field at all times, so please give way to all farm vehicles and especially the Milk Tanker.



It's been an interesting few months of disruptions, with the field over run by cows and having to use the alternative access. But I'm happy to say that we now seem to be back to pretty much normal. The field conditions are reasonably good considering the dramas earlier on, so hopefully now the weather will improve and we can get on with the business of flying.

There are a number of activities and events coming up before Christmas, so keep an eye on the calendar and on the website for updates and changes. In particular we have Vintage at Tuakau & a Glider event locally at Cambridge Club followed by the Cambridge Christmas fun fly at the end of the month.

Just a reminder that with daylight saving well and truly established now, we have the return of Wednesday evening flying after work for all those keen to get in a midweek fly. Just like the weekends, it's probably as much about the social occasion than it is about the flying, but with Sel Melville leading the charge, you know it's going to be a fun night whatever happens. Flying or not, here's hoping to see you out there one evening.

Well that's pretty much my lot for this month, here's hoping for some warmer drier weather as we head towards the Christmas period. See you at the Club night, on the field or at an event somewhere. Grant.

Next Club Night Speaker

Many members will probably remember Malcolm Foster who created interesting models from foam and anything else that would make do. In planning for his upcoming retirement, he sold his house in Te Kowhai and bought a property along the Thames Coast. He flies from the beach and river mouth and is going to share his experiences with model's marine.

Captains Report ***ChrisTynan***

Was Labour weekend rubbish or what! Normally you get at least one good day but unfortunately not this time, although I heard a couple of slippery jokers went slope soaring at Ruapuke on the Saturday, but I guess they can fill you in on that little outing.

I haven't even driven over the new bridge yet, probably should have gone out to the field just to do that, it might have cheered me up a bit.



Besides working on Alans Snipe, boredom got the better of me and I started playing around with “broken” electronic ignition units. Using the word broken loosely as all but one of the 3 I have sitting in the junk box still sparked.

You may ask why would I keep ignition units that for one reason or another did not do the job required the first time, particularly when not a lot you can do with them as they are all sealed up with resin. It might have something to do with my resistance to throw something away that still works - even if only intermittently, I think they call it hording!

What I did with these units was to run them up on my little tester powered with the recommended 4.8-volt battery, the size I use on all my ignitions. I also use a new spark plug but with a very large 4mm + gap to put some load on the system (Plugs under compression take a lot more spark power to fire).

At idle the first unit would happily jump the gap all day but cranking it up to about $\frac{3}{4}$ on the dial and a definite miss fire developed, I checked the battery voltage and it sat at 4.7 with no load. I pulled out a 6-volt

NiMH with no load sat at 6.43 and plugged it in and it instantly had a fatter better-looking spark and when cranked up to full no misfire whatsoever.

I know they recommend 4.8 to 6 volts with most of these units with a few better labelled ones up to 8 volts. I have always used 4.8 which is a good 5 plus volts when off the charger anyway and why use more than necessary right? Also, a 6 volt off the charger is often 7.4 or more so why risk cooking the unit.

I checked the second ignition unit and although better still had a miss regardless of which battery, with nothing to lose I put the third unit on, the one that would not spark at all on 4.8 and surprisingly the thing fired up on the 6 volt deal. Not saying I would use this unit in anything but does make you think that perhaps 6 volts maybe the way to go.

Beside filling in an hour or so when flying was not an option what did I learn from this, not sure really, perhaps the resistors or diodes in some of these things are a bit weak and need a bit more power to work properly?

I'm thinking next time an engine develops a miss fire the first thing I'm going to try is a 6-volt battery as it just might save me the cost of a new unit and the hassle of changing it, what do you have to lose it's not working as intended anyway right?

Well hope the weather sparks into life soon as I desperately need something better to write about next month, so till then keep dry and get ready to fly on windy days.

Radar Gun Fly for Fun

Graeme 'Brad' Bradley

Held on October 15th at club field. Conditions were hardly favourable yet again for our monthly fly for fun. The wind was just short of howling which made the contest quite difficult to fly and judge the tasks one

had to perform. CD Grant explained these tasks in full and after takeoff they were as follows:

- 1: Guess your Highest speed run into wind.
- 2: Fly at an nominated speed into wind
- 3: Fly over the runway threshold and guess the landing speed

All speeds had to be nominated in kilometres per hour before taking off. Spectators we're also included in the event and likewise they selected a



model and pilot and had to guess much the same details as the pilot.

With everybody knowing what was required, the “Jacinda Effect” came over Grant with a “let's do this” comment and the event was underway. Gordon Meads was first away with the “Air Tractor Dung dropper” and he gave a good demo of what was expected by the others to follow. Next to go was Chris Tynan flying his foamy “P 47 Thunderbowl” pocket rocket which was very quick downwind but deceptively slow into wind. This was still the fastest model on the day at 115 km per hour into wind (Downwind was way faster!!).

Alan Rowson flew his “Space Runner” next, but his nominated speeds were way too low and had problems with ballooning effects in the windy conditions from trying to fly too slow.

Brad was next in line with “Trial and Terror” and had noted Allan's problems and made sure he kept the flying speed up in the landing threshold task.

Last off was CD Grant with the “Aunties towing service Giant Stick”. It is not like Grant to get things wrong, but on this occasion, he underestimated all three tasks and bombed out big time.

In the meantime, the “S.A.G” (Sit and Guess) competitors had their



times recorded and one must thank them for their participation and efforts as well. This is one event the whole club can take part in and it is to be hoped we can run another one soon.

Times recorded were finally pumped into Grants Laptop with points allocated against each of the three guess components, to total a maximum of 300 points. Not long after the end of the flying all the results were available and this was followed with a prize giving with place Certificates handed out.....with many surprises, just see below!

1st Place: 281 points. Graeme Bradley flying Trial and Terror, Max speed 100kph

2nd Place: 260 points. Chris Tynan flying P 47 Thunderbowl, Max speed 115kph

3rd Place: 256 points. Laurie Chrystal (S.A.G) guessing Brads Plane.

Last place: Zero Points. Sel Melville (S.A.G.A.H) “Sit and Guess at Home”. You’ve got to be there to be in the money Sel!!!!

Many thanks Stan Hodson for the use of the radar gun and to Grant for playing CD and making us fly!!!.

Let's do this one again soon. Cheers Brad.

To Bridge or not to Bridge...

As you are all aware, the bridge on the access road to the flying field suffered major damage resulting from storm weather earlier this year. The bridge has now been replaced with the equivalent of the Golden



Gate and at no small cost either to the Farm owners, Pengxin Farms. However, the new one is looking great and is bound to stand the test of time for all but eternity. Here's a small snapshot from the day one "Slight Slump" through to piling for the replacement Concrete slabs.



Scale Report

Alan Rowson

Four members of the Hamilton Model Aero Club, Grant ,Gordon, Alan and Chris, ventured over to Waharoa on the Saturday morning to be there before 9am for a pilots briefing to start at 9am.

The weather was perfect, very sunny and hardly a cloud in the sky and not much of a breeze up and down the strip.



16 pilots from Auckland Hamilton Tauranga and other places turned up. Four competed in novice class, 9 in intermediate and 2 in classic.

Chris entered novice, Grant Gordon and Alan in Intermediate.

Chris got his Mustang ready to fly and could not get his engine started, so then got out his Corsair which also had a major problem with the engine. At the end of the competition he did manage to get the Corsair motor running, so went up for a flight and the motor was running fine. Sadly he was not able to do any rounds in the competition though.

Next up was the intermediate round, Alan was no 4 to go, so started his engine in the Spacewalker II. and the engine was not running very well and sounding like a ww1 Sopwith



Camel. After some tuning, it was still the same, so thought he will give it a try as it may come right in the air.

Well it didn't, got through 6 maneuvers then the next one was a roll. There was not enough power to do a good roll so he eventually decided that was it, as the next maneuvers were a loop and immelman and with the speed of the plane, there was no way they could be completed. A landing was called and that was it for the day. The problem with the motor was a faulty Ignition.

Gordon was up next and he completed all 3 rounds and flew his Polish trainer. That plane flies so smooth.



Grant flew his large Ag wagon and as usual put in some very good rounds to win Intermediate. At the end of the competition he went up again to check out the radar gun, and after doing some good fast runs decided to pull up quickly and a loud crack was heard as his right wing buckled upwards. The G force actually bent the wing joiner and broke the strut fixing point. There will be a little bit of work to fix the problem. Only 2 models entered in the F4C classic, this time it was won by Gwyn Avenell.



Only two write-offs during the competition, a Cessna Birddog did not come out of a spin and Mike from Tauranga lost his Wilga on landing. A BBQ lunch was put on and some very tasty thick meat patties were provided.

I would suggest that any club member that has a scale model should enter in this scale competition, it's easy and fun.

To cope with more entries they may simply run two flight lines.

The scale committee are also considering holding a scale discussion group in the near future where you bring along your models and have talk about your current builds. A BBQ could be included during the event. The committee will try and sort out a venue south of Auckland.

Well that's all from me. Alan

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Coming Events

Nov 2017

- [Black Sands annual Full Size Homebuilt Aircraft Flyin](#)
November 4, 2017 - November 5, 2017 @ Raglan Airfield, Raglan
- [HMAC Club Night Meeting](#)
November 8, 2017 7:30 pm - @ Beerescourt Bowling Club Club Rooms, 68A Maeroa Road (behind the tennis pavilion)
- [MANZ Large Model Rally - New Plymouth](#)
November 11, 2017 - November 12, 2017 @ New Plymouth Model Aero Club
- [NZ Warbirds Armistice Day Airshow](#)
November 12, 2017 - @ Ardmore Airport, Auckland, 10am-4pm, \$20 entry
- [Pattern Aerobatics Competition](#)
November 12, 2017 - @ JR Airsail Airfield, 299 Native Rd, Pukekawa
- [Glider AeroTow event - Galatea \(rescheduled date\)](#)
November 17, 2017 - November 20, 2017 @ Galatea Airfield, Galatea
- [Vintage \(RC\) Contest & Rally](#)
November 18, 2017 - November 19, 2017 @ Tuakau MAC
- [HMAC Float Plane Day @ Lake D \(Kainui\)](#)
November 19, 2017 9:00 am - @ Lake Kainui (D), Lake Road, Horsham Downs.
- [Cambridge Soaring Series: ALES and Bungee/Winch Competitions, with Sport Flying](#)
November 25, 2017 10:00 am - @ Cambridge MAC, 191 Maungakawa Road (Opposite letter box 188)
- [Cambridge MAC Xmas BBQ & Fun Fly - Invitation to HMAC Members](#)
November 26, 2017 - @ Cambridge MAC, 191 Maungakawa Road (Opposite letter box 188)
- [Highbrook Aero Modellers Scale Rally](#)
November 26, 2017 - @ Highbrook Dr, East Tamaki, Auckland 2013, New Zealand

Dec 2017

- [RC Soaring Rally](#)
December 2, 2017 - December 3, 2017 @ venue to be confirmed
- [HMAC Xmas BBQ & Funfly](#)
December 10, 2017 8:00 am - @ HMAC Reekers Field, 231 Collins Road Hamilton
- [HMAC Xmas Club Night Meeting - Awards and fun stuff](#)
December 13, 2017 7:30 pm - @ Beerescourt Bowling Club Club Rooms, 68A Maeroa Road (behind the tennis pavilion)

Flight Lines Deadlines 2017

December! Bulletin – 24th November

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

Official newsletter of the
Hamilton Model Aero Club Inc.
P.O. Box 1333, Hamilton

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