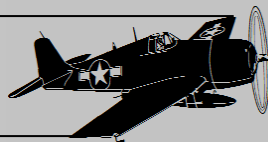


Feb
2015

Flight Lines





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Cover; Gordens huge Cessna 337 Skymaster on flyby.

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

February 2015

www.hamiltonmac.org.nz

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PRESIDENT	Grant Finlay	027-273-7461
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BULLETIN Ed.	Andrew Ferry, <u>andrewjamez@yahoo.co.nz</u>	

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Gordon Meads	021-1252-911
Mike Sutton	854-1413
Lyndon Perry	
Julian Thornton	
Sell Melville	
Andrew Ferry	847-2259

WEB SITE	Mikey Wilson
CATERER	James Danby

CLUB NIGHT	Wednesday 11th February	7.30 pm
VENUE	Beerescourt Bowling Club 68 Maeroa Road - Hamilton	

THEME: Frazer (Bogans) Briggs Flying Trip to India

Bulletin Printing *Compliments of Racing Type. Ian Innes, Hamilton.*

Presidents Report

Welcome to the first of the 2015 HMA Club Newsletters. For those of you who were kept busy looking in your letter boxes just after New Year's and wondering if your bulletin had been lost in the mail...No it hadn't, as always we simply took a break for January! But now we're back and ready to launch ahead for another year. Your committee held a meeting last week and some planning has been done, so we're hoping for another exciting year of modelling stuff ahead for you all.



HMA - NZ Nationals Champion Club 2015. Yes that's right..."We are the Champions" well at least those that competed on behalf of HMA at the Model Flying NZ National Championships over New Years at Waharoa are....and yes there were a few of us. An awesome effort put in by many of our club members saw our club take out the Points Trophy for Champion Club by a convincing margin over all other clubs. This is only the second time in recent years that we have taken away the top honour, so something to be proud of.

The Nats on the whole were a very successful event and the fantastic weather certainly helped pull the competitors away from their building boards or holidays. The organisers were extremely pleased with the competitor turnout and were even more pleased with the way it all came together for a first ever event to be based at Waharoa Airfield. In summary I think Nats management would be keen to get back there again if possible, and I believe there would be good competitor support for another event there too.

So back tracking a bit. The December Club night saw us run through our annual awards listing, show a few photo's, tell some stories and eat plenty of supper. Thanks to all of you that made it along, it was another great evening and a nice way to wrap up a

busy year. Unfortunately our Xmas Club BBQ and Fun Fly was a wash out. The weather didn't play the game at all, which was extremely disappointing to say the least. However this would be one of the few Xmas events that we've had to cancel out right, so I guess we shouldn't complain too much. Certainly the fabulous weather we've had since has kind of made up for it anyway.

So what's happened over the Xmas & New year period whilst we've been off on holiday. Well I've heard a few good stories, seen the evidence of a couple of incidents with tales to be told and no doubt there are a few anecdotes that are yet to surface. Thus our February club night will be a bit of a catch up on what's been happening around the place. We have some pics from the Nationals and some other bits and pieces lined up. Topping this off, Frazer Briggs will be our guest speaker for the night, telling us about his week long sponsored trip to India. There he flew for and coached a very wealthy Indian businessman in the art of extreme aerobatics. I can assure you his stories will be a laugh and well worth coming along to hear. See you there.

We don't have a themed club flying day lined up this month as the calendar is pretty busy with many other events on . There's the Awatoto Warbirds, ANZAC Jet Rally (with 10 visiting aussies in attendance), a Vintage meeting and Pylon at Clausens farm. If you are looking for up to date event notices, just keep an eye on the Web Calendar and Member Updates page of our web site. Our first club flying event for the year is tentatively booked as a float plane day on Sunday 15th March at Lake D. This event is still subject to council approval, so should be confirmed shortly and posted on the web site.

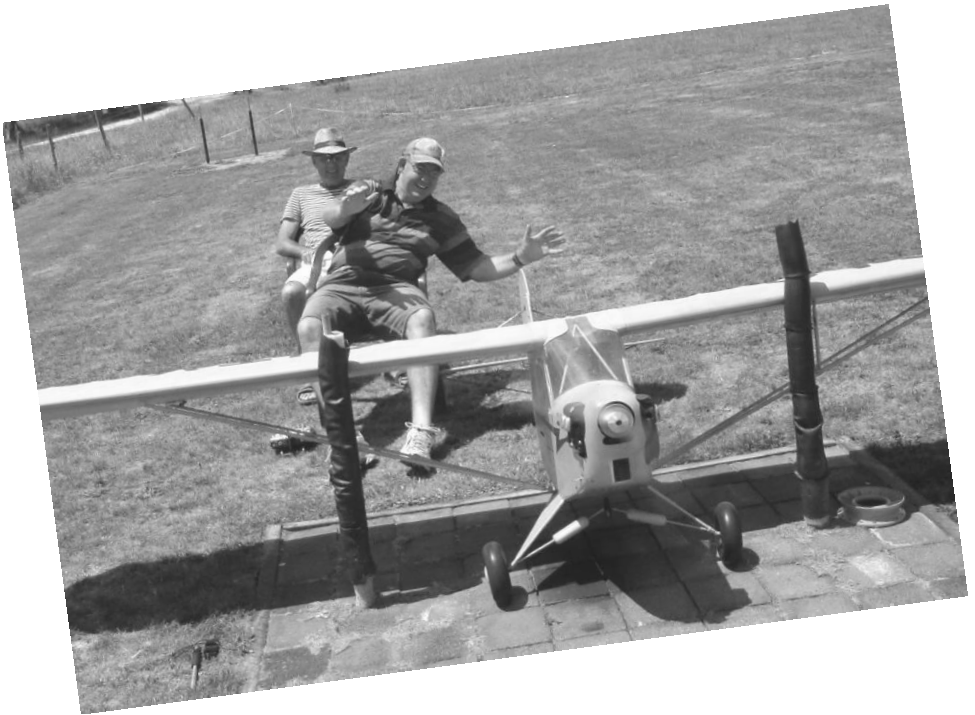
Flying operations at the field seem to be going well and I haven't heard of anyone having difficulty with having to phone the tower. My own and others experience suggest the calls are pretty quick (around a minute)and painless and simple to make. Looking through the register, it seems that one or more club members have gone flying pretty much every day this year, so it's good to see the field is getting regular use. Remember to remain below 400ft and keep well clear of any full size aircraft traffic and if

you're the last to leave make sure the fence is put up and going before departing. If you strike any issues, then please follow them up with a committee member asap.

Well that about covers it from me for the first bulletin of 2015. Hope to see many of you at the Club night next week or around one of the flying events.

As always, remember....safe flying is no accident

Grant



Captains Ramblings

After I was moaning in the December newsletter about our horrible luck with weather we have had a couple of months of perfect flying conditions. I was even complained to on Sunday that it was too hot to fly. Life is hard sometimes. Happy New Years to those I have not seen so far this year. What a start to the year with the nationals. Once again by a large margin we are the champion club of New Zealand. We have New Zealand champions in many disciplines and a number of our members are really leading resurgence in some areas that historically have been low in numbers. In every area from control line, free flight and RC we competed well in good numbers which was fantastic to see. Another new area that is building interest is FPV quad racing. HMAc will be hosting the inaugural round of the New Zealand racing circuit on the 1st of March . Come and have a look as there will be a lot of action and broken props. Wings badges. With the location of our field and being a MFNZ club it is important that all our RC flying members have a wings badge. The aim of the wings badge is 2 fold. Firstly it is to provide certification of a basic proficiency level for Radio Control model pilots enabling them to operate unsupervised. Pilots achieving the required level are entitled to wear the MFNZ Wings' badge. Secondly it is to meet the requirements of Civil Aviation Rule 101 for flying within 4km of aerodromes. The wings badge is compulsory. If you do not have a wings badge and would like to know more about them search the MFNZ website and talk to either myself, Gordon or Grant at the field and we will sort a time for the test to happen. Safe Flying.

Mikey

Club Captain

Chris's Stang!!!

Aunty has asked me to submit something to the club news letter after spying my new toy at the field this weekend (1st Feb). After taking too long to make any real progress on my other scratch built model, I felt the need to upsize my trusty Top Flight 60 size P51 with a bigger Top Flight version. With the Awatoto Warbirds event coming up and it being Christmas, it was the perfect excuse to get one 😊

I brought an ARF because time was going to be of issue and I already have a project on the go slow and with it being Christmas/holidays, family time was going to be on the agenda and four days at the nationals was also going to cut into the build time (and I'm lazy). Even being an ARF it was not a quick build and took a few spare hours, but I won't go into any detail as it is an ARF, other than to say a DLE55 was not exactly a bolt on deal.

What's in it: The above DLE, 9 Savox metal gear servos, Robart electric retracts including retracting tail wheel, Spectrum Radio gear and after my last large warplane demise, a twin battery set up for a margin of brown out protection. All up weight dry is right on 9 kg (19.8 lb for us older modellers).

With all the family and other commitments out of the way I finally finished it Auckland Anniversary Sunday afternoon, to the stage I could check the flight surfaces, run through all the other gear and fire the new engine, no drama there. It all worked as you always hope it should, ran it for five minutes to give it a little break in time, then waited for it to cool. I repeated that three times and with all looking good it was time for tea and the hope of it's first test flight tomorrow.

I did not get to the field till 12 on the Monday and was a little surprised to see no one out there on this long weekend, but

thought that would take a little peer pressure off my shoulders. I made the obligatory phone call to the Airport and dropped the fences hoping the crosswind would reduce a little by the time I was ready to get going.

With the motor running and everything still working as it should I started to get worried – nothing ever goes this good first time!! Well not one to shy away from a challenge, time to give this thing some throttle, one more rev on the flight line and let her go, it tracked pretty good and with a bit more throttle and a little elevator it left the ground with ease – until it was about 6 foot off the ground where the engine just cut for a second then started, cut again then started again continuing this while I was in a state of oh shit what should I do! I elected to nurse it around rather than risk dumping it into the rough and luckily other than a little down elevator no trim was required for it to fly hands off. Even with the slow speed it was attaining while I nursed it around, it flew really good. With the engine at least idling fine, the first landing was pretty good in the cross wind (for me). With the plane back on the ground the engine would idle fine, but missed terribly when throttled, so I checked the ignition wiring and plug lead and decided to change the plug, as I remembered Sel or Lyndon saying the DLE plugs were crap. Fired it up with the new plug and it revved fine, so another flight was tried. This time no immediate missing, with but very average performance out of the engine. The plane, like my other Top Flight aircraft flew as it should, making me look like I know how to fly these things. After about 6 minutes of flying, another not so bad landing (that's because no one is there to see them) I figured the engine was just rich and more running would get the engine settled in before tweaking the needles. So another two flights were undertaken, unfortunately by the last flight it was missing and running rather badly again so I figured there had to be some other issue to sort out and decided to take it home to investigate.

I did a number of checks/ tests on the ignition and carb but came to the conclusion the carb pressure diaphragm was being upset and so added a fitting and piped the pressure inside the fuselage.

This of cause brings us to this weekend where the engine is now running like a rocket and instead of loading up is a bit on the lean side. Alas by the time I got the cowl off and carb adjusted, the rain we have been missing for many weeks put paid to another flight, probably a blessing as while showing all at the field the workings of the Robart electric retracts one decided not to work! Back home and an hour later all is working fine and with a week to spare before Awatoto I can concentrate on getting a real pilot in the cockpit as he will probably do better than the one on the ground!??

Well that's my lot for now, hope it was interesting and or a little informative and we'll see you at the field.

Chris T





"ROTORCROSS New Zealand FPV Racing League"

This is the new group formed after the very successful FPV mini quad racing event held at Matamata along side the MFNZ National championships. It was some what of an experiment to get everyone flying on separate frequencies without interference but once the required frequency separation was proven it was all on. Since that day, a whole new level of national interest has spawned which prompted the event organiser Matthew Wellington to form the new group. 3 chapters have been established with central to upper South Island, Lower North Island and central to upper North Island been formed. The very 1st rotorcross event is to be held at the HMAF field on the 1st of March in the field directly behind the parking area. This will be a very exciting event to participate or to spectate in. 2 classes of quads will run. A spec class with motor size and power limits and an open class for everything else. So head on over to watch this exciting event!

ROTORCROSS

New Zealand FPV Racing League

- Pilot Briefing 10:00 am
- Practice 10:00 am to 11:00 am
- Racing 11:00 am till its done !
- NO 2.3/2.4/2.5 GHz Video gear (at the clubs request)
- Racing both SPEC and OPEN class
- Beginners and interested observers more than welcome, time will be spent with you to show you the ropes.
- Aerial Photographers – many opportunities for you to fly inside and above the course if you want to practise you video/camera skill

Event 1 – 1st of March 2015 - Held at the Hamilton Model Aero Clubs flying site, 231 Colins Road, Melville. In the Car Park Field.

Further information , you can email me mat_wellington@yahoo.co.nz or phone 027 553 0003 and please join the facebook group <https://www.facebook.com/groups/rotorcrossnz/>

Tuakau RC Vintage/Classical Rally and Contest

Dates: February 21/22 2015
Times: 9.30am Saturday to 3.30pm Sunday (flying permitted until dusk on Saturday and early morning Sunday.)
Venue: Tuakau Domain Recreational Reserve, Alexandra Redoubt Rd (off River Rd), Tuakau
Host: Tuakau MAC
Contacts: Tuakau MAC John Butcher, 09 236 9722
Contest CD Wayne Cartwright, 07 210 0298
wcartwright@vodafone.co.nz

This is a combined contest and rally. All contest classes are flown both days – contestants fly the classes they wish at any time they choose – and rally flying throughout the weekend, subject to the contest landing circle remaining free.

Classes flown to the rules published in the Vintage page of the MFNZ website:

Vintage: Precision, IC Duration, Open Texaco, A Texaco, 1/2A Texaco
E Duration, 1/2E Texaco, E Texaco, E Rubber Texaco
Classical: Precision, IC Duration, E Duration
Tomboy: IC and Electric – best flight of three attempts, with model specifications as published in AVANZ News.

Special notes:

1. Each contestant may make **multiple entries in each class**, subject to different model(s) being used for each entry.
2. **Classical Precision** has been added for the 2014/15 season. This class is in the Rules – as for Vintage Precision but for designs from 1951 – 75, and no age bonus.

The Vintage SIG gratefully acknowledges Tuakau MAC for the use of their field.

Future NNI Vintage Events 2014/15:

March 20/21/22 North Island RC Vintage Championships, Thames
Blackfeet, Ngatea (classes scheduled for each
day, similar to Nationals)

April 19/20 Glider and Vintage/Classical Rally, Cambridge MAC
(this is a sport rally - not a

contest – details to be advised)

May 23/24 JR Airsail Contest and Rally, Pukekawa

Moments from the 67th MFNZ National Championships





Coming Events

- Feb 6th** RC Pattern Precision Aerobatics @ TaupoMAC
- Feb 6-8th** Warbirds over Awatoto @ Model Flying Hawkes Bay
- Feb 13-15th** Anzac Jet Meeting, Tokoroa Airfield
- Feb 21-22nd** Vintage RC contest & Rally @ Tuakau
- Feb 22nd** RC Pylon Racing series @ Claussens Farm, Puketaha
- March 1st** RotorCross miniquad racing. Inaugural Round @ HMAAC
Racing will take place in back paddock behind pits so normal flying can continue. 9am setup & pilots Brief
- March 20th** N.I.2015 RC Vintage Champs @ Thames Blackfeet MAC Ngatea
- March 22nd** Brett Cudby Memorial Flyin @ New Plymouth MAC
- March 28th** Tauranga MAC Grand Opening @ TECT All Terrain Park
Model Flying Centre, Pyes Pa Road. (29km from Tauranga, 27km from Rotorua)

Flight Lines Deadlines 2015

Feb Bulletin – 28 Jan

March Bulletin – 25 Feb

April Bulletin – 28 March

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

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

Website: www.hamiltonmac.org.nz