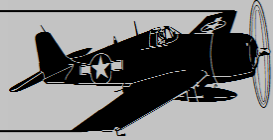


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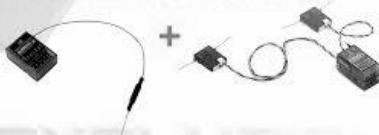
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HAMILTON MODEL AERO CLUB INC.

July 2015

www.hamiltonmac.org.nz

PATRON	Stu Rogerson	
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SECRETARY	Alan Rowson	843 3889
TREASURER	Alan Rowson	843 3889
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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 8 th July	7.30 pm
VENUE	Beerescourt Bowling Club	
	68 Maeroa Road - Hamilton	

THEME: Preparing for test flights and radio setup.

Bulletin Printing *Compliments of Gallagher*

Presidents Report

President's Report July



Well here we are past the shortest day and the weather just seems to be getting colder. Any thoughts of doing model building in the shed in the last week or so have gone right out the window. One night I measured the temperature at 7 degrees, man that's just way too cold to be in the shed. Needless to say, I haven't progressed very far with anything of note this month.

Junes club light was a lot of fun with our annual Mastermind Quiz under the direction of Quiz Master Mikey "I'm never wrong" Wilson. Four teams of 5 each battled through a multitude of questions covering general aviation & modelling knowledge. There were also videos & pictures to contend with, the winners being a group of young guns taking it out over the old silver foxes and others. A dramatic cliff hanger win for the young guns following a quick fire tie breaker round. So all in all another great quiz night had by all and a big thanks to Mikey for putting it all together. (and yes the questions were tougher this year!!!)

For this month's club night I will be presenting a talk on test flights and radio setups. This will be an overview on how to get your model ready for its very first ever flight. I will also discuss some of the preparation work you should do to get yourself ready if you are thinking about being the test pilot. Often we overlook the little things that really matter and it's not until somebody else takes a look over our models that we see the obvious mistakes we've made. This talk should help you watch for some of those mistakes before the model even leaves the shed.

The indoor event at Dey street tennis stadium went well this month with an reasonable turn out of pilots and spectators . There was a small issue with a double booking for half an hour but that didn't really stop us too much and the flying went on well into the late evening. There was a good mixture of different types of aircraft and multi-rotors gracing the sky....well flying up to the roof line that is. Hopefully we will hold another one of these events before the end of winter depending on availability of the venue.

Also this month a bunch of us from the Hamilton club ventured across to the Tauranga model auction. The auctioneering went from 10 til 2 with a pretty large selection of equipment and models to get through. Best buys of the day definitely went to Hamilton club members with a couple of nice models heading back to the Waikato. Hopefully we will see them at the field sometime in the coming summer months.



Junes monthly flying event at the field was our Mid Winter Christmas Bbq and fun fly plus wings badge upgrades. Although the weather wasn't that marvelous, and we suffered a good dose

of wind, we still managed to have a really fun day. Alan did a great job on the onions & sausages and Colleen Tynan made an awesome Christmas cake complete with P51D Mustang atop. For those that missed out, the remainder of the cake will be brought along to the club night for consumption. We also had a very successful day of wings badge upgrades with 7 glider, 1 large, 1 basic & 1 quad badge being awarded. Congratulations to Geoff Carr on attaining his Basic Wings badge from one of the toughest of Examiners...Me !!!



Our July monthly club flying event will be our second floatplane day for the year, this time back at lake D, Horotiu on the 12th July. The gates open at 9 a.m. so be there early to get calmer weather and a smooth lake. There are also a couple of other events on the calendar this month that should be of interest to some. Coming up on the 19th of July at our Reekers field, we will be hosting another round of the Fpv multi-rotor racing series. This should prove to be a very busy day and although our field will be open for general club flying you may find parking a little inconvenient due to a large number of people expected for the Fpv event. Please show some consideration for our visitors and of course any help on the day would be appreciated .

Also coming up this month is an aerobatic competition at the Cambridge club. This will cover off all Precision Pattern Aerobatic classes, but we are keen to get some of our members to take

part in the beginners Sportsman class. This class is well within the skills of most of our pilots, so why not come over and give it a shot. There will be a small entry fee for the competition and a lunch time bbq as well. Be there by 9am.

Well, that's about all I have for this month. It's been a busy one for many and hopefully you've managed to get a day or so flying between showers, wind and frost. Never fear, we are on the rundown to summer again now.

Grant

Club Captains report

A quick -shortened report this month as I am busy trying to get this magazine together at literally the last minute! Andrew (if you have not heard) is currently moving to Auckland as the draw towards Jaffadom was just too great. Thanks for those who turned up for the quiz night. I hope you all enjoyed it and it seemed to go well. Grant has given a great run down of the club events, which even with poor weather have had some great turn outs which have been good to see. Colleens Mustang cake has easily been the highlight and after 3 pieces I have to say tasted as good as it looked. On the calendar coming up, the 11th of July, James will be running the first pattern competition hosted by the Cambridge club so if you would like to try some aerobatics send James an email. The details are on the website. We also have the next Float fly day at Lake D on the 12th and the Quad racing boys using the area behind the car parks on the 19th. As usual stay safe and keep making the most of this perfect winter weather. Just remember in Hamilton the wind is always down the strip so it makes it easier to land! See you at the field.

Mikey

Pylon Racing Series - Final Round

The last event of the 2014-15 Pylon racing series for this year was held at John Danks JR Airsail airfield this weekend just gone. This could only be described as a smashing final day of flying. I use the term "smashing" loosely due to the fact that we completely wrote off 4 pylon models in the space of 2 hours.

Lyndon didn't start the day off well, as in his first race in the windy conditions he got caught over rolling on pylon 1 and then got caught in a serious downdraft that drove him to hit the ground at great speed. Needless to say it was a long walk of shame.

This then set the scene for what was to be a pretty hard and expensive day for some. John Knox from Auckland was next to hit the ground at break neck speed with his brand new Quickie 500 Expert model. The test flight of the model was also the first race flight and this proved to be a costly mistake. As he rounded pylons 2&3 it dropped sharply in the turbulence and headed towards the ground smearing itself across the paddock, this was very sad.

James Danby managed to drop the motor and firewall from his model with a rough landing, having done the same thing at the last race meeting. Armed with a large bottle of Cynao glue he managed to stick it all back together, only to collide with the fence at low level rounding pylon 3 later in the day, this time completely annihilating the model into match sticks.

Paul Clausen also had a bad run. Paul had a dead stick landing which didn't appear to do any damage, but on the very next flight the tail disappeared from the model leaving it to scream off out of control into the gully and requiring a search party. Graham Duncan also had a minor oops with a landing and managed to knock the tale of his model.



The weather conditions weren't very favourable with a strong thumping crosswind creating a lot of headaches for most of the pilots. Flying too low and you risked being thrown into the ground whilst flying too high and you ran into the sun strike problem on number 2 and 3 pylons. Nonetheless we still managed to finish the day off with some models intact.



As this was the final round of the series, JR Airsail had donated a JR XG8 transmitter for a lucky draw across all contestants and helpers who had taken part throughout the year. All names went into the hat

and the lucky one to take away the new radio was Jarrod Briggs from Hamilton MAC. Congratulations Jarrod you deserve to have a radio of your own now...don't let dad near it!!!

So all in all a great finish to an exciting season of racing and much thanks goes to John Danks, JR Airsail and Paul Clausen for their support and the use of their facilities.

MAN Whangarei Inaugural Precision Aerobatics

Saturday 06 / Sunday 07 June 2015

The Model Aviation Northland club (MAN) operate from the Whangarei Glider Club field at Puhi Puhi, 25km north of Whangarei. Significant improvements have been done on the property since MAN first started flying there and they continue to develop the flying site. The location of the field means it is suitable for flying most disciplines. Helicopter and Pylon have already had meetings there. Precision Aerobatics had the privilege of being invited to hold a competition up there. On Saturday 6 and Sunday 7 June, after a period of unfavorable weather, we lucked-in with two fine days. A reasonable contingent of pilots travelled from Auckland and the Waikato to compete, with the locals making up an entry of 10 pilots. Sportsman had four entries and once again, had a 'newbie' pilot fly. Jake Somersall-Weekes is a true novice junior pilot flying a Little Stik type model under the strict guidance of his tutor, Grant Plaisted. Jake had never flown the Sportsman schedule and, in his first flights, didn't fly all the manoeuvres but as his confidence increased and the competition progressed, Jake attempted all the manoeuvres. The Sportsman schedule is suited so 'anyone' can have-a-go. Father & son team, Grant and Jonathan Shaw, dusted off their model after 12+ months on the shelf and the youth and talent of Jono prevailed to take 1st place

from his father. This was the first competition that the new Advanced A-16 and F3A P-17 schedules were flown. Advanced had three entries - Paul Stairmand, Paul Tomlinson and Gwyn Avenell. Considering this schedule was new to them, all pilots flew some nice manoeuvres and enjoyed flying the new schedule. The practice revealed with Paul Stairmand securing 1st place from



Paul Tomlinson. F3A also had three entries – John Knox flying his BJ Craft BiSide, Ross Craighead flying both his BJ Craft Essence and BiSide models and James Danby flying his BJ Craft Nuance. After an absence from the judges' chair, we welcomed Mike Johnson back to join Paul Stairmand and myself to judge. Given this was the first time John, Ross & James had flown the P-17 in competition, they flew some encouraging manoeuvres and, like the Advanced pilots, seemed to enjoy the new schedule. Although P-17 doesn't appear too difficult, it will require a great deal of accuracy for maximum points. James was clearly more practised with the new schedule and after five rounds took 1 st place with

three 1000's ahead of some very close competition from Ross with two 1000's. A huge thank you must go to the MAN club for hosting the event and for their fantastic hospitality and a well prepared flying strip. Also to Tracy and Martin for the BBQ lunch both days and a delicious dinner at the clubrooms on Saturday evening. Thank you too to Atomic Hobbies ~ Grant & Emma Plaisted, for the scrummy breakfast on Sunday morning and a big Thank You to Grant Plaisted for all his effort in ensuring this competition was enjoyable and ran smoothly. And last, but definitely not least ~ Thank you to Shelley Knox, Dianna Johnson and everyone who endured the cool winterless north as scribes and Judges. The facilities at the Gliding Clubrooms are excellent with a huge kitchen, dining and lounge plus the conservatory and bedrooms. We look forward to having another competition up there in the summer. The next competition is on Saturday 11 July at Cambridge.

By Noeline Craighead

Crash Etiquette

While bent over your model tweaking with the needle valve, too often you hear "I ain't got it...", followed by a low frequency thump. Usually, several expletives will be inserted, some used imaginatively. A hand-crafted masterpiece of airframe miniaturization crammed with state of the art electronic equipment and powered by an exquisitely machined engine is no more. The pilot, who is frequently the builder/owner, has made an unscheduled landing or has discovered the radio in his hands has a greater range than the eyes in his head.

Your immediate problem is how to react. Generally, it is considered bad form to immediately ask if you may borrow the

pilot's glo plug battery. Similarly, you probably say that it was one of the most impressive impacts you have seen lately.

Any equipment related reasons for the crash you hear are by definition reasonable. Pilot error is too rare and sensitive to suggest, so don't say, "That's odd, I haven't had any problems on that frequency today," until at least an hour after the crash. Offer to help go look. Don't say, "It sounded like it hit something solid." Note that most lost models are found and returned. Don't ask if he had his name and phone number in the model or wonder out loud if the model hit a house or car.

If it looks like more than enough people have "volunteered" to help with the search, try to weasel out of going. There are ticks and poison ivy out there, and seeing a grown man cry isn't pleasant. If the pilot takes a plastic bag with him or comes back empty handed to get one, assume the worst. Actually, in a really bad crash, two hands and a pocket are enough space for everything worth salvaging.

Whatever you do, don't hold a postmortem on the spot. The pilot probably doesn't want to discuss:

battery condition

poor construction

pilot error

used rubber bands

fuel tank capacity

light blue covering

model selection vs. pilot skill

As best you can, avoid specifics, sound supportive, and look appropriately grave. You'll want the same consideration someday. And probably the biggest hint is carry a black rubbish bag in your boot for that helping hand.



Coming Events

- July 11th Pattern Aerobatics Competition @ CMAC
- July 12th HMAc Float Plane Day @ Lake D. 9:00 am - @
Lake Kainui (D)
- July 19th FPV Multi Rotor Race Meeting July 19, 2015 - @
HMAc Reekers Field, 231 Collins Road Hamilton -
In the Carpark Paddock (Raindate 26th July)

Flight Lines Deadlines 2015

Aug Bulletin 28th July
Sept Bulletin 28th Aug

For further up to date event info please visit:

**<http://www.hamiltonmac.org.nz/>
<http://www.nzmaa.org.nz/calendar.htm>**

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P.O. Box 1333, Hamilton

Website: www.hamiltonmac.org.nz