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Cover: New Zealand Team at the Control Line World Champs in Poland.

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

November 2014

www.hamiltonmac.org.nz

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WEB SITE Mikey Wilson
CATERER James Danby

CLUB NIGHT Wednesday 12th November
VENUE Beerescourt Bowling Club
68 Maeroa Road - Hamilton 7.30 pm

THEME: Model Test Flights and Preparation

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

Presidents Report

Less than two months til Xmas, I hope you have been dropping lots of hints about all those great modelling goodies that could go under the Xmas tree. There's always plenty of stuff that's handy to have lying around, so why not make a list and accidentally leave it on the kitchen table for a few days.



The weather hasn't been that good this month, however there's still been a fair bit of flying going on. We did manage to run our Club Fun Aerobatics competition which was a bit of a laugh, but more to the point, my attempt ended up a bit of a joke and needless to say I came a deserved last! Thanks to Mikey for running this event with Wayne and Phil acting as Judges. A good time was had by all and Mikey has the results in his report. Labour weekend was a bit of a shocker on the Sunday/Monday, but at least we did get one reasonable flying day on the Saturday. Needless to say our Glider event was written off as a result of the blustery weather.

This month our Club Flying event is a Glider Day combined with Aero Towing. Hopefully the weather will be a little kinder, we will be observing the 400ft ceiling, so catching thermals and staying aloft without going above 400 ft will provide a good challenge. Also this week (8th-9th), the airfield is booked for a Heli event on the Saturday with overflow heli flying mixed in with fixed wing on the Sunday.

Our October Club night proved very interesting with Pilot Grant Bremner from the Waikato Westpac Air Ambulance Service presenting a very interesting talk on their activities and the capabilities of the Heli Service. Laurie Chrystal also made mention that he had been a guest on the Chopper following an accident when felling trees in the bush. We all agreed that it is a

very worthy service which is greatly appreciated amongst the community, to which Grant was presented a donation to the Air Ambo Service on behalf of our club.

This month's club night is entitled "Test Flying". This will be a presentation given by our speaker on the how to prepare a model for a test flight . It will include hints on model set up, Transmitter setup, building checks and pre-flight checks. It will also describe how to prepare your piloting skills for test flying and then a guide to actually going about the flight to ensure the greatest chance of successfully getting the model back on the ground in one piece and all at the same time !

Also coming up this month is an open invitation for all HMAC Members to descend upon the Cambridge Club en mass for their annual Xmas BBQ and Flyin. This event is scheduled for Sunday 23rd Nov and if last year was anything to go by, it will be an awesome day. Don't forget to bring along a few Gold Coins to go towards the BBQ costs. Entry to the field is opposite letterbox 188 Maungakawa Road.

Also listed on the Calendar for November are Vintage and Pylon racing events on the last weekend of the month. And finally, don't forget, Sunday 7th December will be our last floatplane day for 2014 at Lake D, Horotiu.

Ok, that's the club event roundup for the month. Now for some **really important news.**

Following discussions with the Chief Air Traffic Controller (ATC) for Hamilton Airport, HMAC have been obligated to instigate some new flying requirements for our flight operations. Changes to Air Traffic Control operating procedures as they relate to Model Aircraft Operation came into force on the 24th July this year. As you should be aware, HMAC operates within the Hamilton Airport Control Zone. This requires us to fly under 400ft at all times. The new ATC Operating Procedures now require HMAC members to notify and obtain permission to fly from our field on a daily basis. In a nutshell this means we need to open a flying session with a phone call to the tower and when the last person finishes flying we must close the flying session with another call to the tower.

There are some obvious inconveniences with this, however we do not have any option and failure to do so could lead to escalated action by Airways including police involvement.

The ATC will now be advising aircraft entering the control zone of our operations based on our phone calls to the Tower. Likewise passing aircraft have also been reporting seeing models flying at our field, so failure to call the tower will not go unnoticed. Please observe the 400ft maximum height limit at all times.

Some new signage, instructions, phone numbers and a call register will be added at the flying field in the coming week. Further instructions can be found elsewhere in the Magazine and on the Web Pages.

On the bright side, it is envisaged that within the next 12 months to 2 years the ATC Control Zone boundaries will be re-fixed. There is a good chance HMAC will fall outside the revised boundaries thereby removing the requirement for phone calls and potentially opening up the possibility of establishing a "Model Flying Danger Area". So in the mean time please abide by the new rules as we look seriously towards securing a brighter future on our current site.

Okay, that's all I have for another month. As always, remember ...
"Safe Flying is No Accident"

Grant.



Captains Ramblings

Good to see the weather improving and with that some good numbers at the flying field. On that note the field is looking nice and green. As usual keep a watch out for full size traffic and stay below 400 feet. If anyone hears or sees anything best practice is get down as low as possible or land. I would say the people with the biggest challenge to stay below 400 feet are the glider pilots so always keep 400 feet in mind and make sure down elevator is enough to make it actually come down. I saw a glider rising a few weeks back with full down elevator in a thermal. On another note a few weeks back we had a club aerobatic day. Below are the results. Many of you should be thinking seriously at entering basic or sportsman aerobatics at least at the NATS, I will have the online link to the NATS website below. Entry is super easy, it took me less than 2 minutes from start to finish, you will need an email address and your membership number, that's all. Its sure close this year and talking with Fraser its sounding like a big event so let's take out the club 1st again.

Results from Aerobatics.

1st Lyndon“smooth lines”

2nd Chris T “Knife edge all day”

3rd Gordon“Speed racer”

Wooden spoon Aunty (for adding illegal manoeuvres)

As always safe flying and see you at the field,

Mikey
Club Captain

Important notice

Contact Hamilton Airport Tower (Air Traffic Control)

When Flying at Reekers Field

You **must** phone the Hamilton Airport Control Tower if you are the **first to fly** and/or you are **the last to fly**.

Contact number is ph 07 843 1870, option 9.

Flying starting – state Hamilton Model Aero Club and that there will be model flying from our Reekers Airstrip, Collins Road. You are to leave your name and contact number if requested.

Flying finished – state Hamilton Model Aero Club and that the current flying session has finished.

This rule applies at any time of the day. We expect successive sessions could be opened and closed as people come and go throughout the day.

Call Register

Please fill out the Call Register book to be located in the Tin Shed
Please print your Name, Date, Time called tower to start flying session.

Please print your Name, Date, Time called tower to end flying session.

The telephone notification will be used to warn full size aircraft of our flying activity in the area.

Note the Maximum Flying ceiling of 400ft must be observed at all times.

No Phone Call means No Flying !!!

Any questions please ask a Committee Member.

Report from the Control-line World champs 2014 - Poland

Kevin Barnes – Team Manager and F2B competitor

Background

The 2014 control-line world championships were held in Wloclawek Poland in August of this year.

Wloclawek is in the centre of Poland, 2 hours west of Warsaw. Poland was an excellent country to visit: food and accommodation was relatively cheap, the people were friendly and weather was reasonably benign.

This competition included the 4 control line disciplines of F2A (speed), F2B (aerobatics), F2C (team race) and F2D (combat).



New Zealand had a team of six with Loren Nell & Kevin Barnes flying F2B, Graeme Christie and Roger Palmer flying as an F2C team and Doug & James Palmer flying F2D. Only Graeme had not flown at a world champs before. The F2D team was capably supported by Richard Lopez (USA) as F2D team mechanic. Gail Nell, Naomi Christie and Karen & Tim Barnes came as supporters. Jill Lopez (Richards wife) was an honorary kiwi for the champs.

The field conditions ranged from excellent (F2C) to OK (F2D) to shameful for F2B. Particularly the F2B field was like a tractor had gone through a rough paddock the week before. In F2B this was the subject to protests and adjustments to the scoring to allow for the poor field conditionsI would be ashamed to have presented fields like this for a club competition.

The organisation was mixed... the opening event was great but very long, the closing ceremony was extremely long in cold weather. The actual running of the events was "OK" largely due to experienced event organisers taking over....but there were plenty of bits of organisation that were well below that expected for a world champs.

Preparation pre world champs

This was one of the most well prepared World Champs teams I have been involved in:

In F2B Loren and Kevin prepared well, flying most weekends –lots of model trimming and adjustment. A level of critiquing (but probably not enough). Really this was an eight month concentrated effort.

The level of preparation was shown by all team members arriving and their models working well with only minor tuning adjustments.

Arrival &World cup

The first impression was "wow" the standards of flying was just so high. It was almost scary just how good some of the flying was.

In F2B we were getting the first true impression about just how poor the ground preparation was and how random some of the organisation was. The fields were rough and undulating – just Ok for practise. Actually getting into the world cup meant waiting for hours until registrations had happened and then hoping we would get into the allowable numbers (we had only manage to register as reserves). Both Loren and I were able to fly and we flew OK but the judges were scoring very high. Good practise for the worlds with Loren 11th and myself 13th out of a field of 30.

World Champs competition & results

This was a very different feel than previous world champs where there was a little bit of “making the numbers up” feel. We competed and competed well – above a number of Europeans and other “high level” fliers. Despite the standard we were there and being respected as valid competitors.



The world cup event had been excellent preparation for the actual world champs. Unfortunately the event was marred to a degree by the extremely poor flying surfaces and lack of practise facilities. A little bit of preparation would have gone a long way to correct this. While the field had literally hundreds of acres of space there was one rough cut practise circle (for 70 plus competitors) and one that the competitors had created.....

So how did we go – we each had four flights over three days with the top fifteen going into a fly-off for final places). There was a real mixture of flying conditions from gentle if almost no breeze right through to wind just below the competition limit (9m/sec).

I managed the score over 1000 points (1000 points is generally seen as a really good flight) in three of my four flights – reasonably pleased with this although I never really felt that I flew a really good flight – funnily enough the flight that felt best to me scored the lowest. My score in 2006 or 2008 world champs would have put me in the fly-offs. I ended 35th – about halfway.

Loren flew well – again he scored over 1000 in three of his four flights, but one flight in particular was a real cracker 1088 – this is really up there. He flew consistently. Loren excelled and ended up 19th – NZ's highest place at a world champs and just 4 points

away from the flyoff (less than 0.2% - or one manoeuvre scored a wee bit higher by one judge). Fair to say he was pleased (actually very pleased).

One incident that showed the spirit of the WC was when Keith Renacle (South Africa and friend of NZ) had an incident where his model was basically destroyed to the point where it was consigned to the rubbish – the model was retrieved by the Slovaks and with five of them working on it till the wee small hours was rebuilt such that Keith was able to fly his last two flights...just amazing.

Overall satisfied with the result but with potential to improve some more.



Overall

At the end of a competition it is always a little bit bittersweet – you have flown and met people and all the preparation and flying is done...then it is time to return to reality. You reflect on – what could I have done better, will I go again.....

The champs was a real mix of excellent flying, moderate to poor organisation, excellent to poor flying fields, wonderful companionships and a really good “team” spirit. The “Jamboree” of meeting old and new friends the challenge of flying against the best in the world and being part of a team representing your country are what keep you coming back.

Overall the NZ team achieved good results and were excellent ambassadors for Model Flying New Zealand.

Kevin Barnes

RC Pylon Racing Series

With a brighter weather forecast and after two postponements, we finally got our first pylon meeting of the year underway. The weather forecast had brief showers early with a reasonable SW breeze, fortunately the showers were very light and there were no stoppages as a result. The breeze however turned into a direct cross wind and strengthened during the day, causing some landing incidents, CA being in hot demand.

Regardless of the conditions there was some very close racing in the now very popular Q500 Sport class with the ever consistent Paul Clausen starting out where he finished off last season, on top, closely followed (by only 2 seconds after 5 rounds) by John Knox and James Danby. It was interesting to note that James picked up around 5 seconds a race after Grahams DNS, goes to show it is important to only race the stop watch not the other models in your heat.

Ron Stone flew his own design model with a Sniper fuselage and tail and his own built up wing with fancy winglets. The wing is built on a traditional rib and spar format with centre spar webbing for strength. this construction is very light and with correct design also very stiff, skinned with balsa all over and film covered it looked very racy indeed. Ron tells me it is his first time using iron on film which looked very neat. Welcome to the 1980's Ron.

Andrew flew in his first official competition and did very well getting into the 1.40's by the end of the day. Unfortunately like most he suffered some landing damage due to the cross wind and did not make the last round. Only slight damage and I'm sure he will be back, faster and with spare wheels :-) Andrew was also running the latest offering from Thunder Tiger to good effect. With only 1 run on that engine before the first race it showed potential with speed building during the comp. They started to lean the mixture after the 3rd heat and it really started to go, a very strong engine.

Unfortunately for Graham he could not carry on after a V tail failure around the base pylons as a result of a cartwheel landing

the previous race. Total destruction was the result but we did find all the bits.

E Sport had 3 of us competing, with hand launching allowed we could take off into the wind and land cross strip resulting with no major damage. 4 rounds were flown so all scores counted with Brian Harris taking first place. All the models at this meeting were X Brian Harris own designs of various evolutions and similar speeds.

With gusts topping 50kph it was a unanimous decision to abandon Q500 Expert. With the course being cleared, thanks to all the helpers and scores added up, a warm coffee and good old chat about the 'if only's' it was home time for all.

A big thank you to Sharon for her freshly baked scones at morning tea and for getting the BBQ on while I was busy with racing.

RESULTS;

Q500 Sport;

- 1st Paul Clausen Sniper OS 415
- 2nd John Knox Viper OS 417
- 3rd James Danbyn Viper TT 437
- 4th Andrew O'Neill Viper TT 463
- 5th Ron Stone O/D OS 530.9
- 6th Graham Duncan Viper TT 712

Electric Sport

- 1st Brian Harris 393
- 2nd John Danks 410.5
- 3rd Graham Duncan 492.9

The next meeting is at Paul Clausen's on the 30th November, closely followed by our Xmas meeting at JR Airsail on December 21st.

Until then, go fast and turn left.

Cheers John Danks

TUESDAY FLYING



Tuesday morning has been scheduled as a regular event for members of more senior years to meet at Collins Rd to fly and socialise.

Some members have already been meeting on Tuesdays and this has now been formalised to provide the opportunity for others to join in and know that, weather permitting, someone is likely to be there.

The inaugural day was christened with jam and cream scones supplied by the scribe and the following week some sausage rolls provided by Alan Rowson. This is not compulsory but was a nice touch to get this regular event underway.

Naming of the day has met with differences of opinion and will simply be Tuesday Flying for the time being. It is not restricted to senior folk, so if you have the opportunity, we would be happy to see you.

Phil

JR Airsail RC Vintage and Classical Contest and Rally

18-19 October 2014

Report from Wayne Cartwright

This was a good start to the 2014/15 season despite Saturday being rained out. Conditions on Sunday were excellent – sunny, moderate breeze and lift there to be found. Sixteen contestants made 47 entries and 123 flights were recorded – not too bad for one day! Despite this some of the classes had few entries – there was just not enough time to fly them.

It was great to welcome two new people – Dave Crook and Doug Baunton.

HMAC was represented by Bernard Scott, Rex Anderson, Gordon Meads, Dave Crook, Rex Bain and the writer. Some of the flying was a little rusty, especially in spot landings, so the number of maxes was a bit below par. Several new models had their first outings. Gordon's IC Vintage Duration Playboy scored some good times but his spot landings were astray. The same could be said of the writer's Electric Vintage Duration Top Banana. Rex Anderson's Cloud Snooper flew well in A Texaco but he is still sorting the OS 20FS. It was great to have Dave Crook join out group with his new Lanzo Bomber, which did well in Electric Vintage Texaco. Bernard had the Babe Bee running consistently well in his 1/2A Texaco Playboy.

Brian Harris had two new models – a Cizek Stardust with which he won Electric Classical Duration, and a Humbug (an Australian FF sport design from 1955) with which he won the Classical Precision class, which was flown for the first time at this event.

John and Sharon Danks again provided fine hospitality – a great atmosphere and excellent scones, coffee, and sausages.

We can now look forward to next event of the season, at Thames Blackfeet on 29/30 November.

Thames Blackfeet RC Vintage and Classical Event

November 2014

Dates: November 29 - 30, 2014
Times: 9.30am Saturday to 3.30pm Sunday
Venue: Torehape Road, Ngatea
Hosts: Thames Blackfeet Club (rally) and Vintage SIG (contest)
Contacts: **Rally** Martin Evans, martin.evans@ihug.co.nz
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 circles 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: IC Duration, E Duration, Precision
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 a different model 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 Thames Blackfeet MAC for the use of their field.

Future NNI Vintage Events 2014/15:

January 3 - 7	MFNZ National Championships, Waharoa
February 21/22	Tuakau Contest and Rally
March 20/21/22	North Island RC Vintage Championships, Thames Blackfeet, Ngatea (classes scheduled for each day, similar to Nationals)
May 23/24	JR Airsail Contest and Rally, Pukekawa

HMAC Float Plane Day

December 7th 9:00am

*Lake Kainui (D)
Lake Rd. Horsham Downs*

*Cambridge MAC Xmas BBQ - Invitation
to HMAC Members*
November 23rd, 2014
*191 Maungakawa Road, Te Miro,
Cambridge.*
(opposite house Number 188)

Coming Events

Nov 8th Heli Fun Fly Event & HMAC Feild - (Exclusive us of field)

Nov 12th HMAC Club Night 7:30pm

Nov 15th IMAC Scale Aerobatics Comp & AGM
Matamata Piako-MAC, Jaggers Rd, Waharoa.

Nov 16th RC Pattern Precision Aerobatics
Matamata Piako-MAC, Jaggers Rd, Waharoa.

Nov 16th HMAC Club Day - AeroTow / Glider Day

Nov 23rd Cambridge MAC Xmas BBQ Fun Fly
- invitiation to HMAC members

Nov 29th Vintage RC Contest & Rally Nov 29-30th
Thames Blackfeet MAC, Ngatea

Nov 30th RC Pylon Racing Series @ Clausens Farm

Flight Lines Deadlines 2014

Dec Bulletin – 28 Nov

Feb Bulletin – 28 Jan

March Bulletin – 25 Feb

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

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