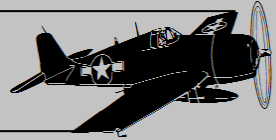


Oct  
2015

# *Flight Lines*



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Wayne & Gordon with their "BEAST'S" (lunchbox with handle and other funny add on bits....)

# ***FLIGHT LINES***

HAMILTON MODEL AERO CLUB INC.

October 2015

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

|                |               |   |
|----------------|---------------|---|
| PATRON         | Stu Rogerson  |   |
| PRESIDENT      | Grant Finlay  | 027-273-7461  |
| VICE PRESIDENT | Gordon Meads  | 021-1252-911  |
| SECRETARY      | Alan Rowson   | 843 3889  |
| TREASURER      | Alan Rowson   | 843 3889  |
| CLUB CAPTAIN   | Mikey Wilson  | 021 168 9243  |
| BULLETIN Ed.   | Andrew Ferry, | <u><a href="mailto:andrewjamez@yahoo.co.nz">andrewjamez@yahoo.co.nz</a></u> |

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| CATERER  | James Danby  |  |

|                   |                           |         |
|-------------------|---------------------------|---------|
| <b>CLUB NIGHT</b> | Wednesday 14th October    | 7.30 pm |
| <b>VENUE:</b>     | Beerescourt Bowling Club  |         |
|                   | 68 Maeroa Road - Hamilton |         |

**THEME:** HMAc Buy Sell & Swap Meeting

**Bulletin Printing**    *Compliments of Gallagher*

# *Presidents Report*

Well daylight savings is finally here and that has really raised my enthusiasm for getting out and doing some flying and even getting some modeling done in the workshop in the evenings after work. Long may it last....well at least six months  
anyways !!



For those that missed the club meeting last month, I must share the sad news of the passing of Stu Rogerson, a founding member of HMAc and more recently our Club Patron. Stu sadly passed away at the beginning of September aged 85. Stu was involved with a number of organisations including the Air Training Corps, the Hamilton Model Aero Club, the Matamata Piako Gliding club and the Hamilton Caledonian Society to name a few. Stu had many talents and strengths which he had willingly shared or given his time too over the years. He definitely added his own flavour and something special to our club so we thank him for his dedication and loyalty. I'd also like to thank Graeme Bradley for the sincere words spoken at the funeral on behalf of HMAc and Stu's fellow modeling friends. Our deepest sympathies to the Rogerson family.

Last month's club night saw our former club member Jeff Hunter give us a very interesting talk on his flying experiences over the years transitioning from models through to his current activities with the New Zealand Warbirds Association, and more over the flying of his syndicates Harvard. Of the subjects covered, I found Jeff's comments about flying in formation especially interesting, particularly when Jeff demonstrated how they only use hand signals and not radio calls. This was just one of the interesting topics covered through the night. Thanks Jeff for a very informative and entertaining night.

This month's club night meeting is our annual buy-sell- swap meeting. Now's the time to rummage through your workshop and sort out that stuff that you just never think you will get to build, and all those bits and pieces that just don't get use anymore. As in previous events, we will not be handling any cash, so please make sure you bring sufficient money or a cheque book to cover any purchases you may make. The club has been donated around 5 electric aeroplanes and a number of Small Motors and bits and pieces which will be all auctioned off with no reserve on the night. I'd like to thank Rex Hanson, a former HMAAC & Tauranga club member for his kind donations, with all of the proceeds from the sale of his gear going to our club.

With day light saving now in full swing we've kicked in Wednesday night flying again for those of us that work during the week. The first Wednesday evening saw about 8 of us turn up for a fly. Profile fun fly models seemed to make up the majority of the aircraft present. These are easy to get flying in a hurry and can be packed in the car in one piece. They make an excellent model to take to work with you and then drive directly out to the field straight after. So why not come and join us for a bit of fun next and every fine Wednesday evening and make the most of the long daylight hours.

Our September fun fly event was another successful floatplane day at Lake (D) Kainui. A handful of New Plymouth guys also came up again to fly with us and that made for an interesting day. It's great to see our Taranaki neighbors and they mentioned we are also welcome to attend any of their club events. A full report on the days fun appears from Gordon elsewhere in the bulletin.

This month's Club flying event will be a multi task fun event. In other words, we will try to create flying tasks that accommodate most peoples flying skills and a multitude of aircraft types. Ultimately though we just want to see you have fun. So make sure

you come along for what will surely be a laugh a minute  
(especially if Brad's flying :)

A reminder that the Cambridge club are holding a Scale Flyin this coming Sunday. Anything scale goes including gliders and we will have a couple of glider tugs there to accommodate towing as well. A reminder that there is a small \$5 dollar pilot fee to help raise a few extra dollars towards the Cambridge club expenses.

Finally I'd like to pass on the best wishes of HMAc to Frazer, Jarrod and Mike Briggs who are all travelling to Tucson Arizona to fly in the scale Aerobatics "Tucson Shootout" this month. They leave this week for Phoenix to practice in the desert for a few days at a place we nicknamed "the Moon" before heading south to the Shootout the following week. Frazer & Mike are both flying and both will be taking models over to compete with, Jarrod will be there to help them both with calling, cleaning, polishing and general Spanner Man work. Best wishes guys and bring home the silverware (just like the All Blacks will ☺)

Well, once again that's my lot for another month. Be sure to get out and make the most of the flying weather and remember, "Safe" Flying is Fun.

Cheers Grant



# *Captains Report*

To start off I would like to welcome the new members of the club. It's great to see new faces at the field and especially those younger ones making the most of the school holiday weather. Don't be afraid to approach the more senior members of the club if you have any questions or problems, everyone will be more than willing to help.

Another month has flown by and some great flying days had. The recent float fly day was well attended and it is good to see a good number of out of town members attend. Summer is nearly here and so is the weather so dust off those models and bring them out to the field. At the club field the grass is starting to grow and is looking good, though it may be time for more people to start flying with bigger wheels (: The parking spot Sel organised where the old shed was has really made the field more accessible and is looking great. Also a reminder of the 400 foot limit and to phone the control tower at the beginning and end of flight. As Grant has said previously, I would recommend someone rings ATC again as the first caller leaves the field or else that person may get an unexpected phone call as they are pushing their trolley around the supermarket. This ensures we keep the field contactable by ATC. I am slowly working though the club history document for the website and am looking for past photos or stories from the clubs history. If anyone has anything or is willing to write out what they can remember that would be great. You can email them to [mikeywilson@gmail.com](mailto:mikeywilson@gmail.com) or lend them to me at the field.

Mikey



# *September Float Planes*

We were all hoping for another perfect weather day like the last but I suppose that was asking a bit much! The day turned out to be windy but the water was fairly calm so conditions were very flyable. We had a strong contingent of pilots come from New Plymouth who took a gamble on the weather and got out of bed at 5am to come and join us. The risk was well worth it as they all got in plenty of flying with all models being flown with great gusto! One model filled with water but it takes more than that to hold back a good keen man! Thanks for coming up and swelling our numbers, it is always good to see different people and different models. I trust you all had a good time...from the banter going on I think everyone enjoyed themselves.



Phil had the rescue boat in the water nice and early only to find it would not start, however Team Hamilton soon detected loose battery terminals and got her fired up.

Mikey appeared with a Yacht which required to be thrown out into the lake for launching as the keel would hit the bottom by the lake



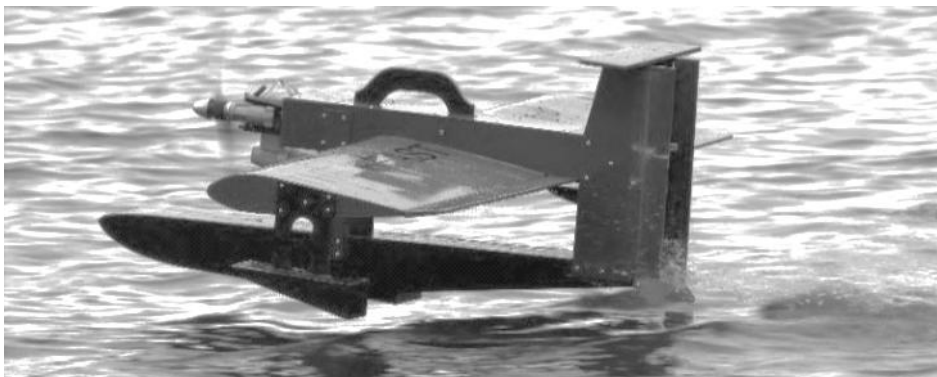
edge. This seemed to work ok until he threw it out without turning the radio on.... lucky it was not a plane eh?? It was Americas Cup all over again with several others having a go but deciding the excitement factor was not there. Mikey was also campaigning his electric cub but too many dunkings meant the rudder servo karked it so that was that.

Chris had his lovely new Seawind up and going, it flew very nicely and despite his initial misgivings about maybe it would not have enough power...well, it went like the clappers! It is a very slippery model. A few bits fell off on takeoff but that's nothing unusual for a float plane!



It would not be a float plane day without Brad creating some entertainment. First his tank cover under the plane fell out along with the fuel tank, then the glow clip shorted so the engine would not fire. With that fixed it still would not go only to discover there was no fuel in the tank! Then when going to start it and we find the radio switch has fallen out. All this before the model had got nowhere near the water! However, Team Hamilton to the rescue and with it all sorted out away he went for some good flights...Phew!

Wayne and myself had our new “The Beast” (some absolute peasants call them ugly!) planes to debut. Mikey decided he would improve the looks of mine so he dropped his transmitter onto the wing to put a few holes in it. This will make it more aerodynamic he said... Wayne thought his also needed this treatment so he dropped a folding chair on his but being so tough it didn't seem to mind...I was first up so taxied out; with the crowd all jeering I gave it the beans... off it went like an arrow! Stunned silence from the unbelievers behind me!! Ahh, victory is sweet!



Wayne was next up but could not get the engine to run properly. Hmm, seems to have a fuel leak, so on investigation he discovered he had put a screw through the side of the tank when building the model. On trying to pull the tank out it disintegrated! Perhaps using a 30 year old tank in a new model is not such a good idea!

Phil was flying his newly revamped Cessna with modified wing attachments, unfortunately the mods. were not good and the wing parted company in flight. The fuselage hit the water long before the wing, bugger! I think this time it is really stuffed.

Alan had a couple of nice scale electric models going well, these will be even better in calmer weather.

There was plenty of other flying and drama going on, it's hard to keep up when you are flying yourself but I think everyone had a good time, there was certainly plenty happening and lot's of flights considering the windy weather. There were plenty of laughs from the usual suspects. Thanks again to Phil for supplying the rescue boat. There is one more float plane date this year, bring it on!

Gordon

## ***Sea Fury Scratch Build Project*** ***- By Chris Tynan***

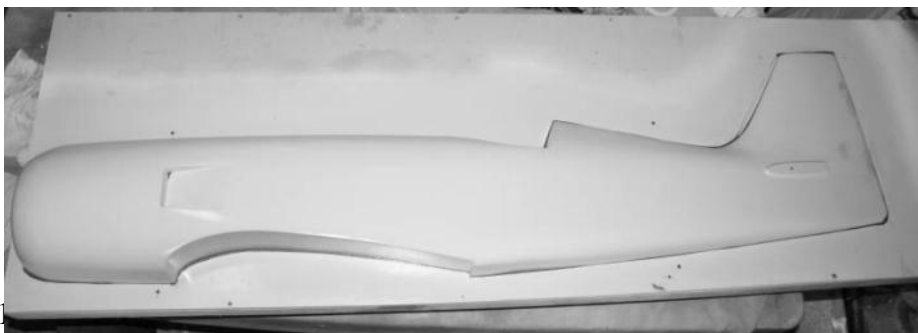
As the club newsletter was a little thin last month I thought I should do my part and contribute something.

I started this project because there was no ideal aircraft available for the ASP 5 cylinder radial engine I originally had in the Lavochkin La-9 which meet its demise when the power-board decided to stop supplying power to the receiver! The Lavochkin had the required 9 ½ inch cowl to fit the radial and I originally looked at replacing it with another but couldn't procure one locally and was unable to import one myself without a major hassle/ cost.

The subject model was based on the Reno Racer Critical Mass piloted by Tom Dwelle around 1997 which started life as a Hawker Sea Fury and was extensively modified to make it competitive in the unlimited pylon racing class, it had a top speed of around 480 mph with its R3350-93 radial engine.



I choose this plane to model because it was originally powered by a radial engine and I had a 1100mm foamy replica I could scale it directly off using the 10" cowl requirement as the scale ratio. Based on that, the clipped wing racer worked out to have a 88 inch span, a good size plane and if I could build it around the Lavochkins 23lb weight it should fly quite well. (and if I can build it right of course). After getting the required measurements off the foamy I started by making a plug out of some 100mm x 200mm x 1400 foam blocks glued together, working it to the desired shape by cutting and sanding, I included attachment points for the rear stab and made the cowl and rudder inclusive. The plug was then coated with polyfilla, final shaped and then sealed so the polyester resin from the mold lay-up would not be able to attack the foam. Both left and right molds where then taken off by mounting the plug in a shadow box on its centerline then swapped over to do the other side.



Once both sides of the mould where done they where aligned and bolted together. They were then parted to contemplate the lay up.



As I had not used glass cloth & epoxy before (all my race car experience was with polyester and chop strand). I did a few experimental lay-ups to get an idea between strength and weight with differing weight clothes/ reinforcement deciding on 200gsm a layer of innegra (56gsm) and another 200gsm

I could have made the fuselage a little lighter but I don't like the way some models lack a little guts when handling/carrying them around so figured a bit of stiffening would not add that much weight.



If I was to make another copy I would vacuum bag it as the cloth is not as forgiving as chop strand when laying it up, this eliminating a number of air pockets that needed repair.

Throughout the construction I have used my 84 inch Top Flight Mustang as a benchmark for weight comparisons, the completed Sea Fury fuselage with engine, servos and batteries weighs one pound more than the Mustang which I was quite happy with considering the radial engine weighs 3lb more than the DLE55 in the Mustang, just hope the wing isn't over 2lb heavier than the Mustangs!



The elevator servos are mounted at the rear to help balance the heavier engine and the exhaust vents are functional and open to help with engine cooling. At this point the fuse is painted, sign written and waiting for wings which are well underway, next newsletter maybe some info on them and a finished plane for the November club night.

Chris T

# *Coming Events*

- Oct 11<sup>th</sup>** CMAC Scale Flyin \$5 Entry. 191 Maungakawa Rd
- Oct 14<sup>th</sup>** HMAC Club Night – Buy Sell & Swap meet
- Oct 18<sup>th</sup>** HMAC Fun Fly – Multi task fun event
- Oct 24<sup>th</sup>** RC Vintage contest and Rally @ JR Airsail Airfield, 299 Native Rd, Pukekawa
- Nov 15<sup>th</sup>** HMAC Club day: Warbirds Flyin
- Nov 21-22<sup>nd</sup>** Vintage RC Rally & Contest @ JR Airsail Airfield, 299 Native Rd, Pukekawa
- Nov 29<sup>th</sup>** HMAC Float Planes @ Lake D (Kainui) Pukekawa
- Dec 5-6<sup>th</sup>** Soaring Rally @ Taupo MAC, Centennial Dr Taupo (next to the Taupo Motor Sport Park)
- Dec 6<sup>th</sup>** Cabridge MAC XMAS BBQ 191Maungakawa Road (Opposite letter box 188)
- Dec 9<sup>th</sup>** HMAC Xmas Club Night Meeting & Awards

## **Flight Lines Deadlines 2015**

Nov Bulletin – 28 Oct

Dec Bulletin – 28 Nov

**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

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