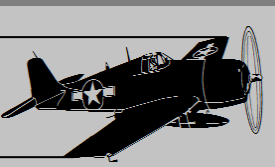
August

2021

Flight Lines



HAMILTON MODEL AERO CLUB INC.

Cover Page: HMAC's Hanger Rat Squadron pictured after a successful night sortie

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

August 2021

www.hamiltonmac.org.nz

PATRON	Graeme Bradley – Retired and living a well-deserved life of luxury	
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	Sel Melville	027-482-3459
BULLETIN Ed.	Dave Crook	021-123-6040
(Editorial Email:	send to: chloecat@xtra.co.nz)	

COMMITTEE:

Mike Sutton	
Chris Tynan	022-353-9231
Sel Melville	027-482-3459
Dave Crook	021-123-6040
Lyndon Perry	021-0251-8474
Wayne Cartwright	022-1534-679

WEB SITE	Grant Finlay
CATERER	Colleen Tynan

CLUB NIGHT:	Wednesday 11 August, 2021 7.30 pm
VENUE:	Beerescourt Bowling Club 68a Maeroa Road - Hamilton

Club Night Theme: Aircraft Power Systems

Club Themed Flying Day: Warbirds Re-run

Presidents Report
Grant

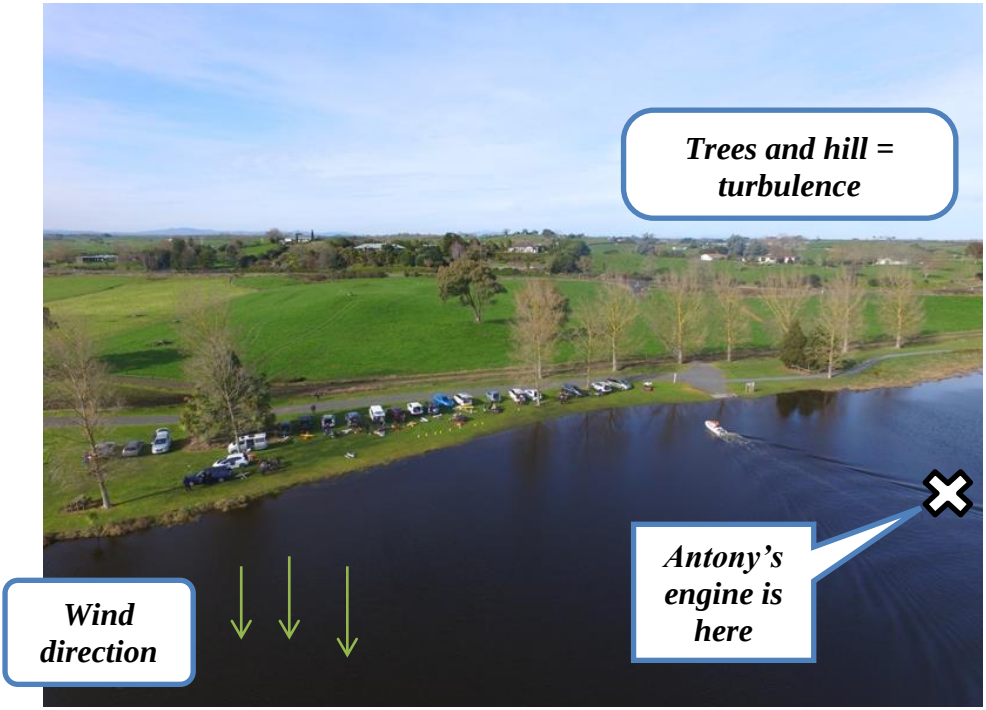
Well if you haven't heard already, I had a significant tragedy within my model collection this month with the loss of my beloved 3m World Models Piper Super Cub. This has put a little dampening into the last couple of weeks, but as I always preach, if you can't take the odd bit of "total destruction" then this is not the hobby for you! You must look at the positives like saying to yourself… "well at least I wasn't inside that thing and I'm still going home for dinner" (or a Beer!)

There's a couple of photo's included in the newsletter of the model following the crash, **(Page 44)** with the diagnosis at this point indicating a failure within the receiver. It's often hard to nail down exactly what went wrong, be it from a Pilots mistake, a radio failure, a structural failure or something else that just can't be explained. Whatever the cause may have been in my instance, there are things you can do before a flight that can help reduce the likelihood of a failure. These things include a range test, a fail safe test, a battery test and of course a structure and control check. Sadly in my case, even though I did do all of the above on the day, I found out that electronics can still fail you even with the utmost of care!

So what's been happening this month? Well Julys monthly club night saw a good turnout of members for our projects night (and other stuff) Thanks to those that brought bits and pieces along of their latest creations and shared these with the crowd.

Our August club night will see a talk given by myself and Frazer Briggs on the use of Power Boxes and other alternatives for powering up an aircraft. Battery backup systems, power boxes, dual batteries, switches, voltage regulators and other items of interest will all be covered. There will also be the usual videos and catch up of photo's from what the month provided.

Julys themed club flying activity was our trip up to Horotiu to fly Float Planes off Lake Kainui(D). The morning presented itself with light winds which steadily increased throughout the day. Unfortunately the wind was from behind which made takeoffs and landings a little tricky for all. Phil's rescue boat got a lot of use as a result. It was great to see a large number of out of towner's from Auckland and New Plymouth making the trip for the event. These guys all had a great time, except for Antony from Highbrook modellers who donated a really nice Glow Engine to the lake Gods! (our condolences Ant, rest easy though knowing you're not the first one to lose an engine to the lake).



Confucius say "Do not be deceived by the blue sky"

This month we also held our long awaited Hangar Rat Indoor free flight event. This was well attended with eleven pilots testing their building, flying and trimming skills. Some had good success whilst others probably require a course in aerodynamics V1.01 - None the less, it did

provide good entertainment for the handful of spectators who came along for the show. As there seems to be continued support for another event we are currently investigating another flying evening sometime before the end of the year.
Our August monthly themed flying day is going to be another attempt at running a Warbirds Day. Our last attempt was washed out, but a number of pilots flew their warbirds the following weekend instead. Hopefully this time the weather gods will be a little kinder, and remember although it's a themed flying day, you are still welcome to fly whatever else you bring along too!

Finally, you will note in the newsletter, notification of a working bee at the field scheduled for 10am Sat 14th August. Our intention is to pull up the brick pavers around the starting boxes, add a bit of sand and level out the starting pads again. This shouldn't take too long, but as always many hands make light work. If you have equipment that you think will help with the job, please bring it with you. We will have a trailer loaded with sand to go under the pavers, so a wheel barrow or two would be handy too..hint!
Ok, that's all I have for you this month. There's some cool things coming up in the next month or two, so browse the calendar and plan your weeks ahead.
And much like a broken record (because most of us remember them)… "Remember, safe flying is no accident".
Cheers Grant.

HMAC's 2 I.C.
Gordon reports on ……

Lead.....

Lead is great stuff, very, very heavy for its volume, readily available and easy to mould or shape to fit in all sorts of places. Although it's also not very good as it adds overall weight to an aeroplane...and we all know light aeroplanes fly best!

But we modellers find it quite useful for correcting Centre of gravity and other balance problems.

So, to the latest saga in the "Gordon Flying" world. I have recently restored an old Extra 300 of unknown parentage although the "experts" tell me it could be a Galloway Extra from back in the day. (someone in the know please advise)

After planting a DLA56 in the nose I discovered that it needed a fair bit of nose weight to achieve the correct C of G. (some 3 lbs. to be exact.) A couple of pounds were able to be located in the lower front fuselage but the rest needed to be somewhere else. Ha, I said, I will mount it on the motor standoffs at the top as this is as far forward as you can get making the weight more effective...perfect!! So I strapped it onto the standoffs and away we went.

The initial flights went well and balance seemed pretty much correct, so I'm a happy camper.

However, during the 6th. or 7th. flight the engine drops to idle and gradually dies resulting in a dead stick landing. Aargh! No problem, we are back on the strip, no drama.

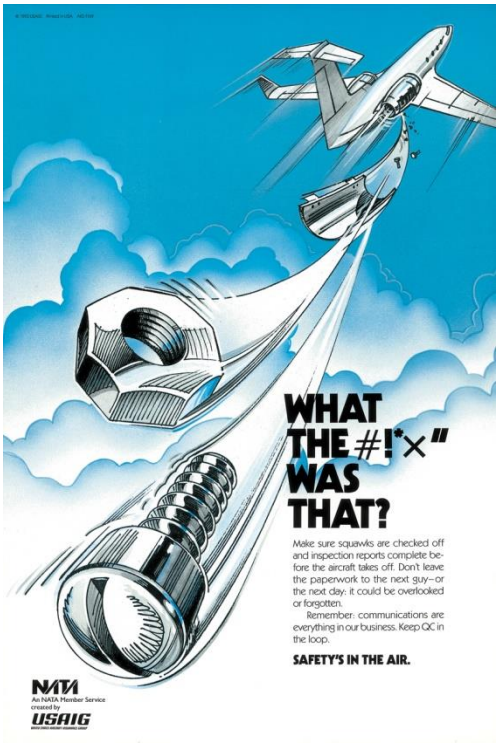
Oh well, no damage done; now...why did the engine stop??
Hmm, throttle not working.. on investigation there is this bloody great clump of lead sagged down onto the carburettor jamming the throttle arm resulting in breaking the throttle rod!
It would appear that the bar of lead I had strapped to the motor standoffs had come loose and flogged out and with the combination of heat from the engine had sagged down and jammed the throttle arm on the carburettor resulting in the breakage of the throttle rod from the servo. Fortunately the return spring on the carburettor had moved the carburettor to a very slow idle which resulted in a no drama return to the landing strip.
What is the moral to this story you may ask?.. Secure your balance weight (if needed) securely, as it like everything else with aeroplanes can cause problems that you do not need!

Signed (Chastened pilot)
Gordon

Safety on the field

Recently the committee has been discussing the issue of safety on the clubs flying fields and what that actually means in real terms for our membership. As you are aware, our main field is on Reekers Farm, but the club also partakes in events for free flight, control line, float planes and slope soaring all at other venues. All of these require some recognition of safe practice.

So the question arose, who is responsible for safety at a flying site. Well you might be surprised to learn that the answer is **YOU**. ie, each and every club member.



Yes, that's right. Club members are responsible for safety by ensuring they operate their aircraft in a safe manner, by ensuring their aircraft are airworthy and by assisting in applying safe practices at the flying site.

It's often been thought that the Club Captain assumes the role of Safety Officer. However, that is not the case. The role of the Club Captain and for that matter the rest of the committee is one of administration. The committee is tasked with setting the club rules, providing guidelines for our aircraft operation and overseeing safety items such as signage etc.

As our flying field is a seven day venue, the practicality of a nominated/elected Safety Officer being present at all times is impractical at best. Thus as club members you all assume the role of safety officers when you are at a flying site.

So next time you are at the field, remember that you are there to keep yourself and everyone else safe by your actions. That might be as simple as reminding a pilot that they should perform a range check before their first flight of the day… and actually doing the same yourself!

Often it's the simple & little things that can make a huge difference, so a quiet word in an ear is possibly all it takes to make everyone's day a better one.
So to wrap this up, a quick reminder that the Club rules and guidelines are published on the HMAC website.
HMAC Rules: http://www.hamiltonmac.org.nz/?page_id=133
Also, you should be aware of the Model Flying NZ Website and items such as "Section 6.0 - Safety Management" as contained in the MFNZ Members manual.
MFNZ Download this from :
https://www.modelflyingnz.org/wingsscheme/download.html
Oh…. and don't forget to obtain the correct Wings Badge qualification for your latest masterpiece.

Thanks and play safe
The HMAC Committee

Indoor Hanger Rat Evening Report

By Dave

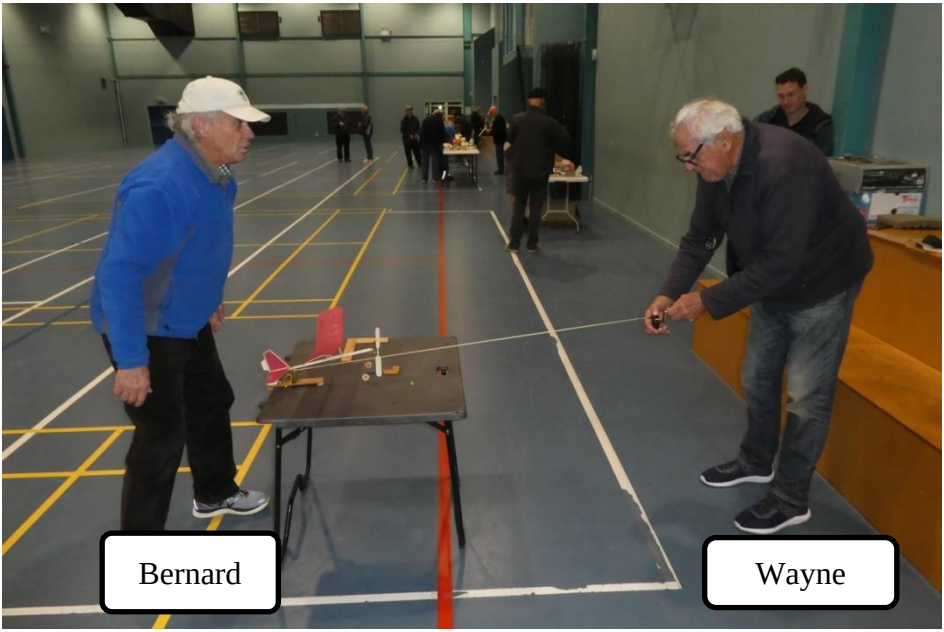
Thank you to everyone who took part in our Hanger Rat Indoor evening last month. Feedback from the night was positive and hopefully we look forward to holding another one as soon as we are able.

Unlike being able to adjust the trim settings on your transmitter to get things "just right" or "good enough" these pesky little things certainly teach you a thing or two about how to trim an aircraft before they start behaving. And while a few were no doubt outside there comfort zone I applaud you for giving it a go.

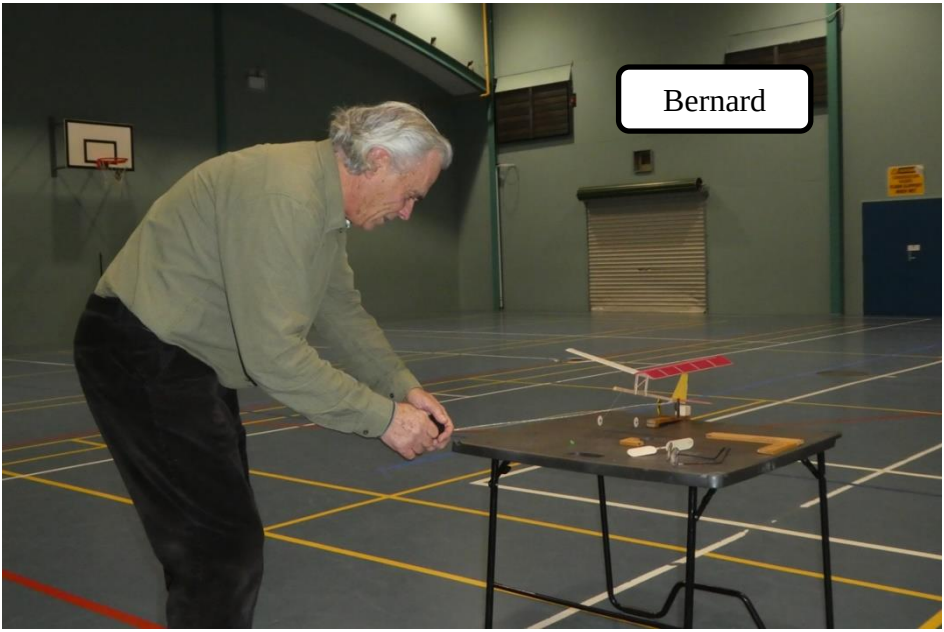
While some succeeded rather early in the evening others, including myself took much longer to get that first flight in.

I did witness Bernard, Frazer, Chris and Brendon achieving some good flights and a few Hanger Rats were getting awfully close to the ceiling on occasions. While not a competition night by any means stopwatches were put onto one or two flights and I think flights around the two minute mark were made by both Bernard and Frazer.

The two hours we had the hall booked for went by extremely quickly and I'm sure we could have all kept going longer if we had the time.


Bernard
Wayne


Dave
Alan


Bernard

Dennis

Frazer

Dave

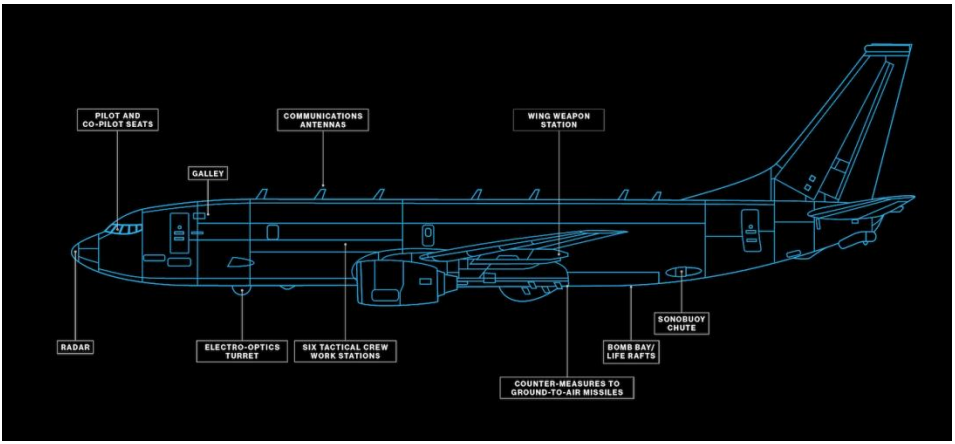
Sneak Peek 👀

RNZAF Training is underway for personnel to fly and maintain the new P-8A Poseidon surveillance aircraft, expected at the end of 2022.

Air and ground crews have been sent to Australia and the United States for training and will be back in New Zealand ready for the arrival of aircraft.

We wanted to show you what to expect of the aircraft, so here is a sneak peek at just some of the features on No. 5 Squadron's new wings.

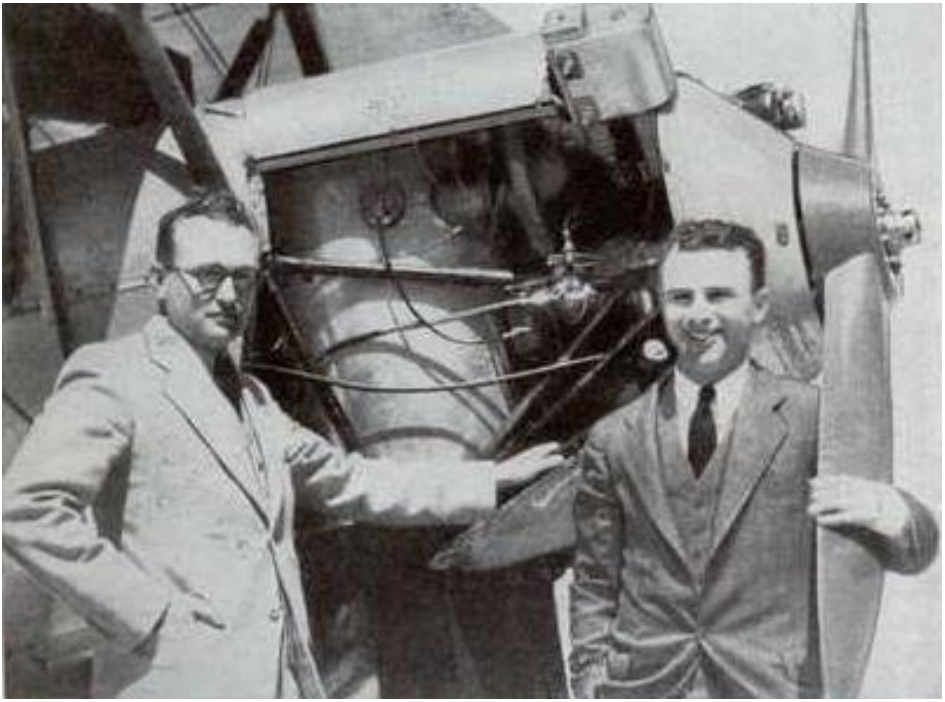
#NZAirForce #Force4NZ



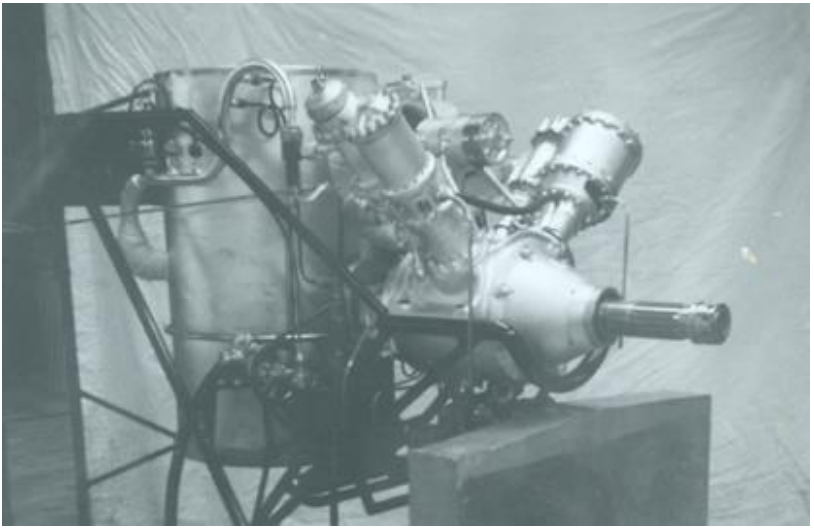
Aircraft I Dream About—the Besler Steam Plane

Bruce Pickering

"At Oakland Airport, California USA a short time ago a silent plane slanted across the sky, showing a thin trail of white vapour. It was so silent in operation that spectators heard the pilot shout a greeting to those on the ground. He banked into a turn and was watched sliding to a landing and, with the propeller spinning backwards, roll to a stop in less than a hundred feet. This was Mr William Besler giving his first demonstration flight and it was, we think, for the first time in history that a man had flown in a steam-driven aeroplane." So began an article in Steam Car Developments and Steam Aviation Journal of June 1934.

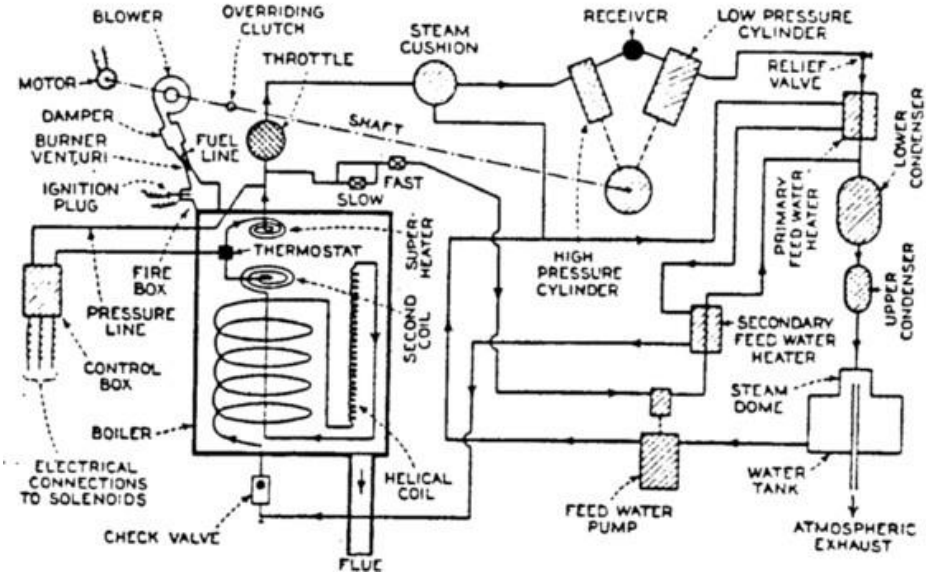


William and George Besler were two brothers; William was an engineer, while George was a geologist. The two young men were fascinated by the power of steam and in 1930 they began secretly to develop a light weight steam engine that could power an aircraft. The Boeing School of Aeronautics provided technical assistance. Three years later they took the results of their efforts to Oakland Airport and installed it in a Travel Air Biplane—with permission, one hopes! Weighing 81.6kg their engine developed 150 hp. Configured in a 90 degree V, it was a two cylinder double acting compound engine. The high pressure cylinder had a bore of 108mm with a stroke of 76.2mm. Normal steam pressure was high, at 6.55 MPa (950 psi) with steam temperature of 400 degrees C. To sustain this performance required a flash steam generator positioned just behind the engine.



A flash steam generator is different from a boiler as used on traditional steam engines. In this case it consisted of 150 metres of tubing coiled into spirals, the whole unit being insulated with wool covered by sheet aluminium. The lower coils had a bore diameter of 10mm, increasing to 15mm for the upper coils, from which superheated steam is drawn off to the engine. A pop valve controlled the pressure to 1500psi (10.3 MPa). To control steam temperature a thermostatic device injected cold water

into the superheater coil at temperatures above 400ºC. Situated below the nose, in the airstream, was a condenser similar to a car radiator that recovered over 90 percent of the water exhausted from the engine, as it was transferred back to the water tank. Being still hot, this water raised the temperature in the holding tank, thus improving the overall efficiency of the system.



Attaining operating steam temperature and pressure took only five minutes. Here is a description of start up procedure from Steam Car Developments and Steam Aviation, June 1934: “The pilot climbs into the cockpit and flips over a small switch. The electric blower immediately goes into action, driving air mixed with oil spray into the combustion chamber. Here an electric spark ignites the mixture and sends a sheet of flame roaring downwards among the spiral boiler tubes. A minute or so later steam pressure is high enough for take-off. All the pilot has to do from then on (as regards the power unit) is to operate the throttle and the reverse lever.”

Reference to the reverse lever reminds us of another possibility—maybe the first in aviation history—upon landing the pilot could simply reverse the engine (easily done on a steam engine) and use the braking effect to reduce roll out distance. The above quoted publication made these comments: “This is one of the fundamental characteristics of a reversing steam engine that can never be imitated by an explosion motor. There is, moreover, the fact that the reversed propeller applies its braking effect above the centre of gravity of the machine, and thus prevents it nosing over in a quick stop. Brakes applied to the landing wheels of a steam-driven ’plane are not necessary.” It was further said that “the Besler ’plane, coming in at 50 MPH, can sit down and come to a stop in a field scarcely 100 feet square.”

One attribute of steam power (external combustion) is that it’s significantly quieter than internal combustion. Many comments were made about how quiet the machine was. It is said that the pilot could converse with people on the ground as he flew overhead! The 38 litres of

water carried was sufficient for a 640km flight. Besler believed that a larger, more efficient, condenser would allow for making the water last indefinitely. As for running costs, enough fuel oil for a 160km trip could be purchased for one shilling and eight pence (about 16c) in 1934. Furnace oil was used, which it was claimed had such a high flash point that danger of fire was virtually nil.

Another appealing feature is that steam power is not affected by altitude. An internal combustion engines steadily loses power as it ascends, requiring supercharging at altitude. Steam power is not affected by changes in air density. In fact it was claimed that efficiency was increased, partly due to less exhaust back pressure in thinner air.

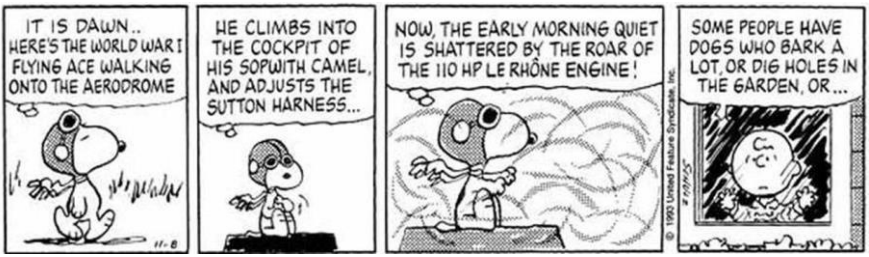
As a result of the perceived benefits, the confident claim was made that "It seems that the perfecting of steam power aerial units will be an important step towards conquering the stratosphere." Indeed, other experimental steam driven aeroplanes were being developed about the same time. A German engineer designed a revolutionary "revolving boiler" which would allow an aircraft to fly nonstop for "more than one third of the circumference of the earth." Besides the Besler brothers' efforts, at the same time two other developments were being worked on in America. France and Sweden had their enthusiasts perfecting "light steam power plants for aeroplanes." Not to be outdone, an Italian

aeronautical engineer announced a steam engine for stratosphere machines.

So, with all the advantages and benefits of steam power, why did it not take off? Incidentally, this was not the first use of steam in aircraft. As early as 1829 an experimental ornithopter met its demise when the boiler exploded. In 1868 England's Frederick Stringfellow developed an engine to power a model triplane. Russians (1884), French (1890) and British (1894) all experimented. But by then the internal combustion engine was being developed into a promising power plant. The process had begun in 1860 when a Belgian built the first engine, powered with gas. In 1876 a major step forward was made by Nikolaus Otto when he developed the four stroke engine burning liquid fuel. By 1885 Germany's Daimler had pioneered lightweight high speed petrol engines. Progress was rapid and the use of steam to power aircraft lost its attractiveness.

So, what about a model of the Besler Steam Plane? Well the aircraft itself would not be difficult—a Travel Air Biplane. As for an engine, my father used to say: "If one man can make it, so can another man." And Edward Perera of Sri Lanka has done just that. While not fitted to a Travel Air, he has made and successfully flown a model steam unit, as you can see in this video: https://www.youtube.com/watch?v=8fGUnNf3OiQ

If that does inspire you, here is a link to the original Besler Steam Plane in flight. https://www.youtube.com/watch?v=nw6NFmcnW-8



Stan's Spitfire - Update

Hi all

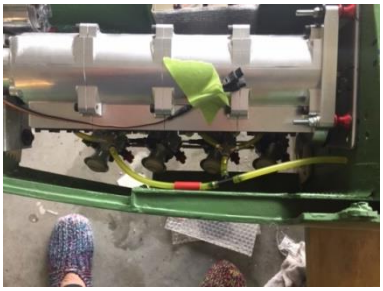
I am busy fitting out the spitfire engine at present. It's in place and the thrust line is sorted.

I have mounted the ignition as two units using heat wrap tape from super cheap to make sure the engine heat does not worry them.

I will be mounting a fuel tank and pump next. The choke and throttle servo have been mounted up front and I have made sure they are easy to service.

I'm now working on cooling, as the exits are via two 50mm ducts into the wing radiators.

I will bring the model to a model meeting so club members can have look, but only when my trailer "make over" is finished, as I need a gas "bar fridge and barbie" to look after my ground & flight crew"



NMIT School of Aviation

Alan Rowson has received this letter from NMIT Aviation

I would like to introduce you to NMIT Aviation, a specialist campus located on RNZAF Base Woodbourne in Marlborough. We train aeronautical engineers for both the Royal New Zealand Air Force and for the general aviation industry in New Zealand and internationally.

Although the Covid-19 situation has impacted the tourism aviation sector, our industry contacts advise us that New Zealand's general aviation sector is experiencing considerable growth and there is a real concern that a significant shortage of aeronautical engineers will develop over the next two to three years.

To help meet this shortfall, NMIT is very keen to increase our aviation student intakes, and we thought the Hamilton Model Aero Club (INC) may be a potential source of the sort of students that excel at our school, those with a 'hands-on' attitude to general engineering and mechanics, an interest in aviation and a positive 'can-do' attitude. Our main 'Into-Employment' aeronautical engineering programme is the New Zealand Certificate in Aeronautical Engineering (Level 4) - designed to provide students with all the skills and knowledge needed to kick start a successful career in the commercial Aeronautical Engineering world.

We would appreciate your passing this email or contents to anyone in your group that may be interested in pursuing a career in aeronautical engineering. Please let them know to contact us directly if they have any queries or want to know more.

Kind regards,

Wayne Cooper Dip PE (JS), BBS, PG Dip Tch & Ln, M Ed Ldership, Adv Dip H & S Mgt

Curriculum Manager
NMIT School of Aviation
Woodbourne Campus

Mob +64 27 5797205
Ph +64 3 5395965

While many of us have now missed this particular career path please pass this on to any youngster whom you know may be interested

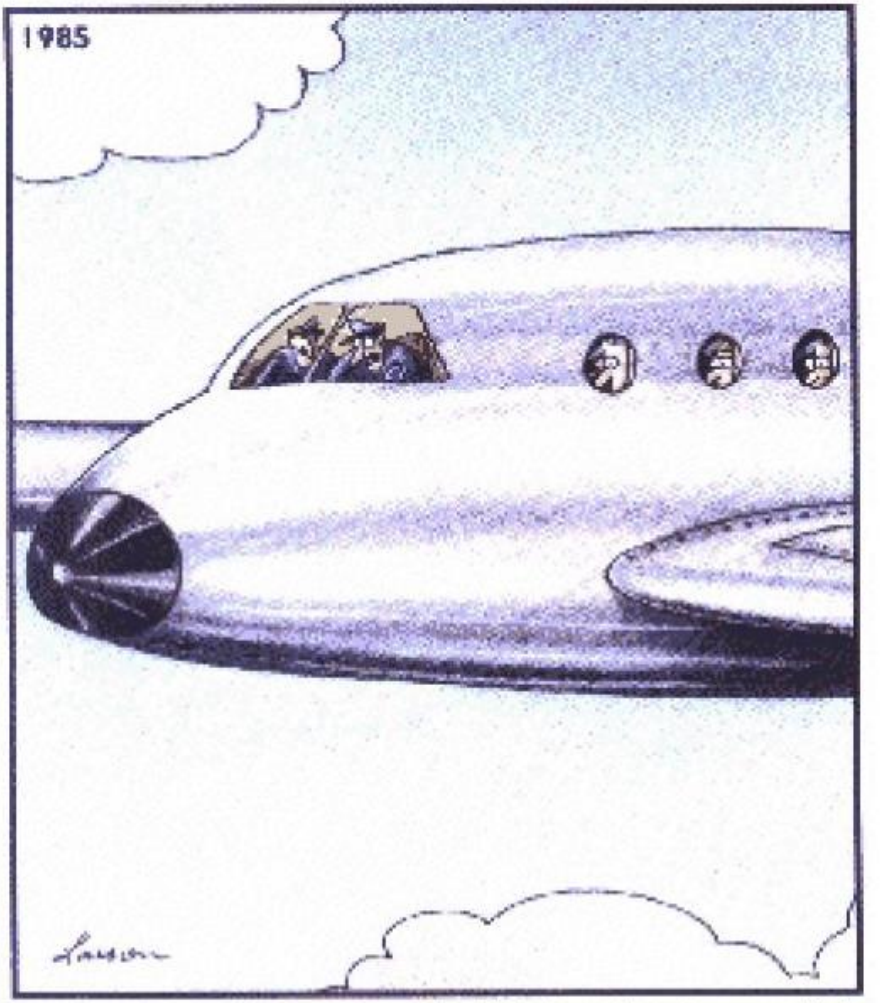
ALERT **** BE AWARE **** ALERT

If you are thinking about ordering any **SLIMLINE** products from the States, **DON"T !!!!**
Both Robert L and I ***(from MFHB…Ed)*** have been burnt ordering and paying for fuel system products. Their website is still active and receiving orders and money but they don't operate and will not reply to subsequent emails and a phone call. I understand they have sold their manufacturing rights to DA ENGINES America. In desperation, I made inquiry to DA Engines and received the following very prompt reply…

"Barrie sorry about the trouble. We have been hearing this a lot and have been trying to get Slimline to take their website down. We are purchasing his design rights and methods but we do not have access to his website and orders. The best thing I can do is suggest that you file a claim with your credit card company".

Vernie Aikins

(Reprinted with kind permission from Barrie Russell – Editor MFHB Propwash)



"The fuel light's on, Frank! We're all going to die! ... We're all going to die! ... Wait, wait. ... Oh, my mistake—that's the intercom light."

Ever wondered what happened to Alan's Lancaster……

I have some photos of my ex Lancaster that was sold to Steve Blackman from New Plymouth.
On Saturday 24th July the New Plymouth club had their Warbirds day and Steve took along the Lancaster for its first test flight.
Steve advised that it flies like a pussycat and is very stable in the air.
I had two OS 46 motors on the inside and two OS 40 motors on the outside. Steve has now taken the OS 40 motors out and replaced them with another two OS 46 engines.
Steve had five flights with the Lancaster and won the Warbirds trophy.
Thanks Steve, it was good to see it flying after all these years.

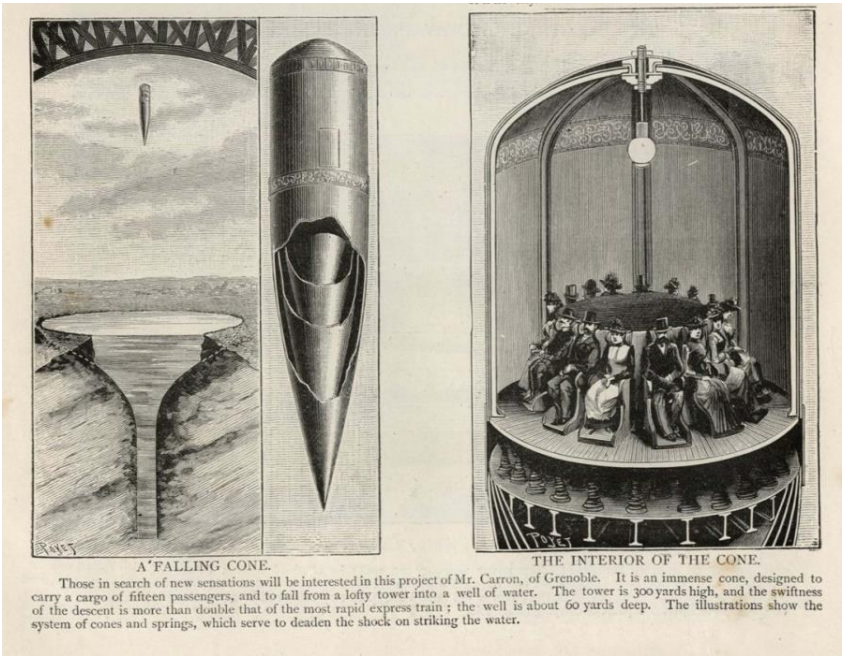
Photos were taken by Andy Dobson. Thanks Andy

Cheers Alan

These photos show the results.


AJ J


AJ J
EO906



A'FALLING CONE.

THE INTERIOR OF THE CONE.

Those in search of new sensations will be interested in this project of Mr. Carron, of Grenoble. It is an immense cone, designed to carry a cargo of fifteen passengers, and to fall from a lofty tower into a well of water. The tower is 300 yards high, and the swiftness of the descent is more than double that of the most rapid express train ; the well is about 60 yards deep. The illustrations show the system of cones and springs, which serve to deaden the shock on striking the water.

This looks like fun….not

Allan Ward's been shopping at the Tauranga Auction

Allan went all the way to Tauranga to purchase this Space Walker ex Alan Rowson but not known at the time. ***(Could have saved a trip over otherwise…Ed)***
Thanks to Warren & Brian Setters for letting Allan measure up their one undergoing restoration to help with this rebuild.

July's Float Plane Day

Some highlights of the day……..

Gordon's "Beast" with Wayne's new and improved "Beast Plus"


BEAST
Plus

The rescue boat got a good workout

John Dawkins when he's not driving 777's

Alan (above) with Grant getting ready for a day's water action

Ooops

Here at HMAC, we can do that too.
No experience necessary

And from our Hauraki Gulf correspondent

Malcolm Foster

Hi, The weather has been mostly atrocious up here in the Hauraki gulf, but there have been a few opportunities for me to test my latest creation, a sesquiplane flying boat.

It has worked out really well, flying "off the drawing board", or as in the case of all my planes "out of my imagination". Span is about 50", and the power is a Hobbyking Donkey with 30 amp ESC and 2200 mah 3S Lipo. Heaps of power, and this is a single engine aircraft, for a change. Maybe I should have added some upthrust on the motor, as I note a very flat and fast climb from the water, meaning I have to use the elevator more than I am used to. Still, it's very predictable, and the compact design and good aileron authority means a very fast roll rate.

Twin fins and rudders give good authority, even on the water, and the "banana-shaped" hull design unsticks very quickly. There are small tip floats under each end of the shorter lower wing, which is braced to the upper wing by airfoil shaped bamboo struts. Both wings and the cabin with its pilot detach from the hull to give access to the battery, etc.

I'm looking forward to another floatplane day when I can come over and fly it.
All the best to the gang in the club,

I love the newsletter, really brightens up a winter's day. ***(Thanks… Ed)***

Kind regards

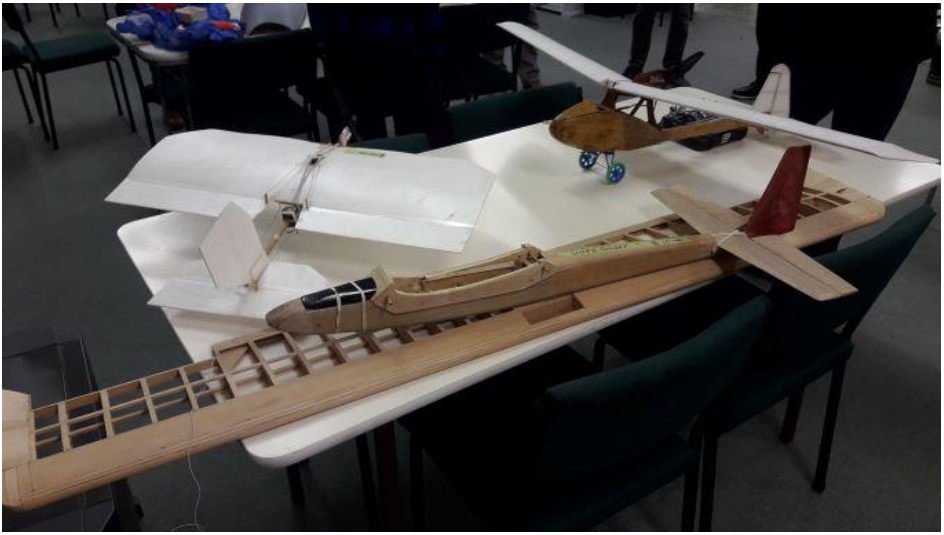
Malcolm Foster

In case you missed it - Club Night July

Wayne is building this

Ian Sweeney is building this

Erl is selling these



Still trying to sell these…..

Frazer is fixing this

Aerobatics with Flying Aces Sticks on 17 October

Our Club Day on 17 October will include an aerobatics contest for Flying Aces Sticks. This will be *very* low key and aimed at having a lot of fun. It should be hilarious for spectators as the contestants try achieve recognisable manoeuvres with models that are definitely not intended for aerobatics.
This event will probably be a world's first but it is unlikely that the rest of the world will care.

Rules

1. Model is a Flying Aces Stick that conforms (loosely) to the HMAC plans.
2. The sequence of manoeuvres listed in the Schedule is flown (attempted?) once or twice – optionally with both in one flight, or in two separate flights. The best score will count.
3. All manoeuvres are flown parallel to the strip and are centred. (This is the intention but Flying Aces Sticks do not always cooperate.)
4. All manoeuvres are scored out of 10 with no K factors. (As a kindness, manoeuvres that deserve less than zero are ignored.)

Schedule

Two loops
One roll (as axial as possible)
Stall turn
Immelmann (half loop up and half roll)
Reversal (half roll and half loop down)
Inverted flight minimum 3 seconds
Touch and go

(Take-offs and landings are not scored and may be performed in private, thus avoiding embarrassing spectacles.)

July's whoops oh dear award goes to……

……..Grant

Aero-modeling, where can it take you?

Ivan Krippner.

That's a very good question. The highs, the lows, desperation, excitement... The answers are as varied as the aircraft you could fly, but for me, friendship and the sharing of a common passion are the pinnacle of this great sport. I found myself asking, "How did I get here?" in preparation for a talk I was about to give about a life less ordinary, and it got me thinking about why this sport is so great and where it can lead.
Planes and model planes have been an essential part of me since I was born and I never realised how much until many years later. I was exposed to the idea of aero modeling very early on by being taken to see my big brother, Paul Krippner, fly planes at the Gordington model strip and I do recall him pulling a 40 size trainer out of the boot of his Mk1 Cortina. It is one of my earliest recollections.

I built many models as a kid without very much supervision and this was to be the reason for the end of one of them but the start of a wonderful friendship and relationship with the Hamilton Model Aero Club. Paul bought me a 2 channel Futaba radio set for Christmas when I was 12 and so I taught myself to fly mode 1 well enough. All model supplies came from Jeff Leong at the Frankton model shop and he suggested that I go to Minogue Park this Saturday to the glider competition, enter and mix with the club to get further help. I didn't know it but I was about to meet a wonderful man who was to become a lifelong friend and future mentor . I paid my five dollars and entered the competition with a 2m wingspan Brolga glider, having never used a winch launch before it was all very new and exciting! But things got a bit too exciting top of the tow... I

didn't know about running webs between the top and bottom wing spars, the ribs crushed in the centre section, the spars met and the wing departed the party and all that was left to do was watch the vertical "landing". The mess was put in the car but not before Grant Finlay gave me my money back and took me under his wing. I remember thinking then, what a nice guy.

At the time I believe Grant was more into gliders so he put me in touch with Robert Fong who was at Melville High School at the same time and he taught me to fly mode 2 by slope soaring and then powered flight at the O'Reagan Road club field. At the field I met many model pilots that I was in awe of and they all helped in their own way when they could. To repay Paul for getting my RC gear, for Christmas I gave him my Futaba 4 channel brown box and a Wombat slope soarer. I had purchased Roberts 7 Channel gold box and thus started the team of 'The Krippner Brothers'.

The point of this is the help and support that the club provided was essential to the future success I was to experience, and I believe that is one of the parts missing from the new Trademe pilots of today -' buy it, fly it, break it'. My building skills were and still are not ideal and I was termed a "cheque book pilot" and I am ok with that, I know my strengths and weaknesses.

I won my first national title for the novice class aerobatics in the 1988/89 Nationals at Carterton flying a 2m wing span Cygnus built by Rodney Ford and sold to me by Paul. With a lot of practice, help and advice from a lot of people. This win is poignant for two reasons...

One, it set up a structure and discipline that I would take through with me into the full size arena, and two, more importantly, up until that point I was not good at and never succeeded at anything. Now I was a National Champion, it was only in a lower division but that wasn't the point.... It was that I *could* succeed! And if I could achieve at that, what else could I achieve?

So you see aero modeling was pivotal in the direction my life took at that point.

Without knowing it I felt compelled to help others new to the sport like I was, not because I had to but because I wanted to, never dreaming that teaching would become my job and business someday.

I took my new found drive and moved forward to see what else I could do?

I got my Private Pilot License and I bought a Midget Mustang. The positive was that I learned to fly it like I was training for a competition, the negative was that the CAA didn't share my enthusiasm for pushing the boundaries of flight that I was used to in the model world. I

progressed and gained success in other fields all thanks to that pivot point in 1988.
2008 - I gained my Commercial Pilots License and started working in Queenstown flying a Pitts Special S2B on aerobatic joy rides
2009 - 'C' Category Flight Instructor doing flight training and commercial rides in a DH82a Tiger Moth
2010 - National Aerobatic Champion 'Novice Class' with the Midget Mustang
2011 - National Aerobatic Champion 'Intermediate Class' with a Pitts Special S2A

2012 - Owner /Operator of my own flight training school 'Southern Lakes Learn To Fly' in Wanaka, specialising in tail wheel and aerobatic training.
2015 - 'Airline Flight Examiner' working on behalf of the CAA
2016 - Co-owner and pilot with my wife Kylie, flying the last remaining commercial float plane operating in Te Anau, South Island.

2017... I get a message from Richard Hood, The Godfather of aerobatics in New Zealand, "Can you fly a Pitts S2C and a Yak55?" "Mmmm, yes" I replied. I have flown the Pitts S2c and the 55, well I have taught in the Yak 52 the nose wheel version. He said "you may get a phone call"... OooooOK???

So the phone does ring. It's Paul Goard from Australia. He asked me if I'd like to try out for a new aerobatic team heading for China? "HELL YES!" I did say to him that I could name a number of guys better suited to what he was asking (solo aerobatic performer) and referred him to my YouTube channel. He said he had seen it, and in truth, the Yak and the Pitts work was ok, but it was the aerobatic work in the Midget Mustang that had got his attention - he has flown one and knows how hard they are to fly and "You fly it well!'.

I went to Cowra, Australia, for the team try-outs and it must have gone OK because they asked me to join but there was a catch. He needed a solo artist, a formation team performer and someone able to assemble, and disassemble the aircraft. I said "I'm in!".
2019 - After a long break from competitions, Kylie talked me into going to the 'Akrofest South Island Champs' in my newly acquired Pitts S1C with Falcon wings built by Ray Philpot of the Rotorua model aero club, in the advanced class. I came back with the silverware for that and the 4-minute free airshow routine.

So here we are 2021, and "Where can aero modeling take you?" Well, current team member of the international touring aerobatic team 'The Aerobatic Company Australia', flying the Sukhoi SU26mx, Yak 55, Yak55sp, Pitts Special S2C and S2S. I am humbled to have the lasting friendship of Grant and my brother Paul that started it all. Not to mention all the other friends I have made and kept throughout the years of this wonderful hobby. And although I have tried over the years to leave aero modeling as I thought I had out grown it, it draws me back as much as it ever has.
So thanks to aero modeling and you all... whether you think you can, or you think you can't.... you are right.

Ivan Krippner.

An update on Charly

For those of you who have been following the events of our intrepid parachutist Charly who managed to sustain some quite serious injuries last month, have no fear for Charly has returned in good health and was ready to be pushed / released into the wild blue yonder once again.
This time with success.

Are you sure you've got that chute packed properly Grant, Charly's life is at stake you know!

And what has been happening at the field recently….

Gordon (above) while Bryce decides to throw little foamies around the field

Lyle with his new toy

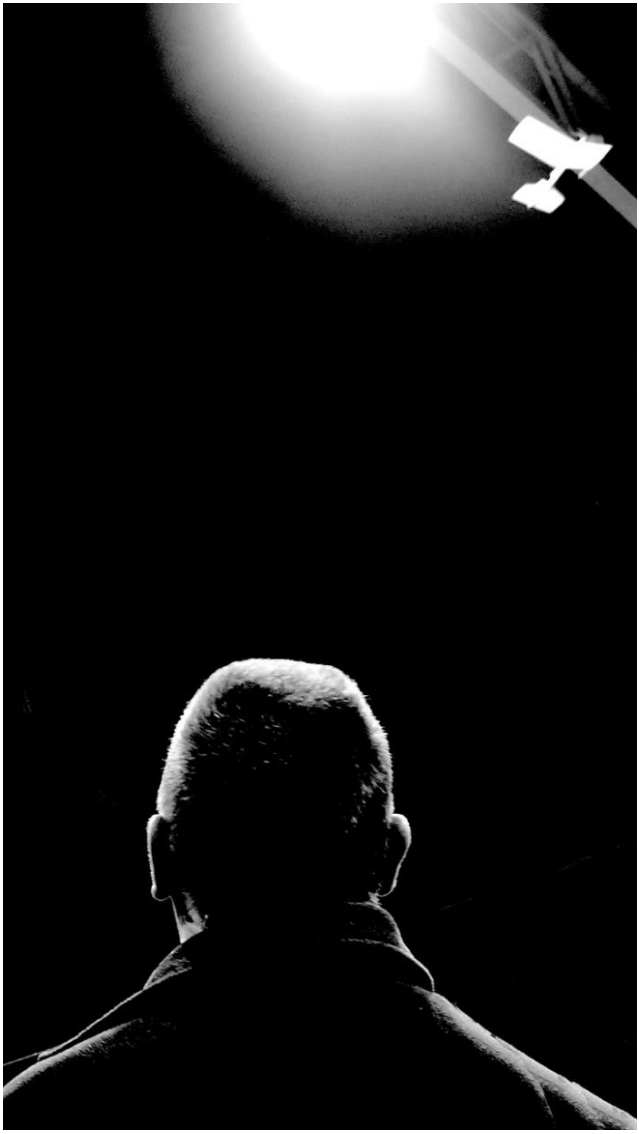
Rowdy and Draco

Just keeping out of the wind

Working Bee

10 a.m. at the field
Saturday 14 August
to re- lay the Starting Box Pavers
Bring a wheel barrow, gloves, rake, spade, shovel, hammer
and anything deemed suitable to help get the job done!

Parting Shot



Frazer's Hanger Rat heading for the ceiling
Photo: Bernard Scott
(Candidate for picture of the year ?)

Coming Events 2021

August 2021

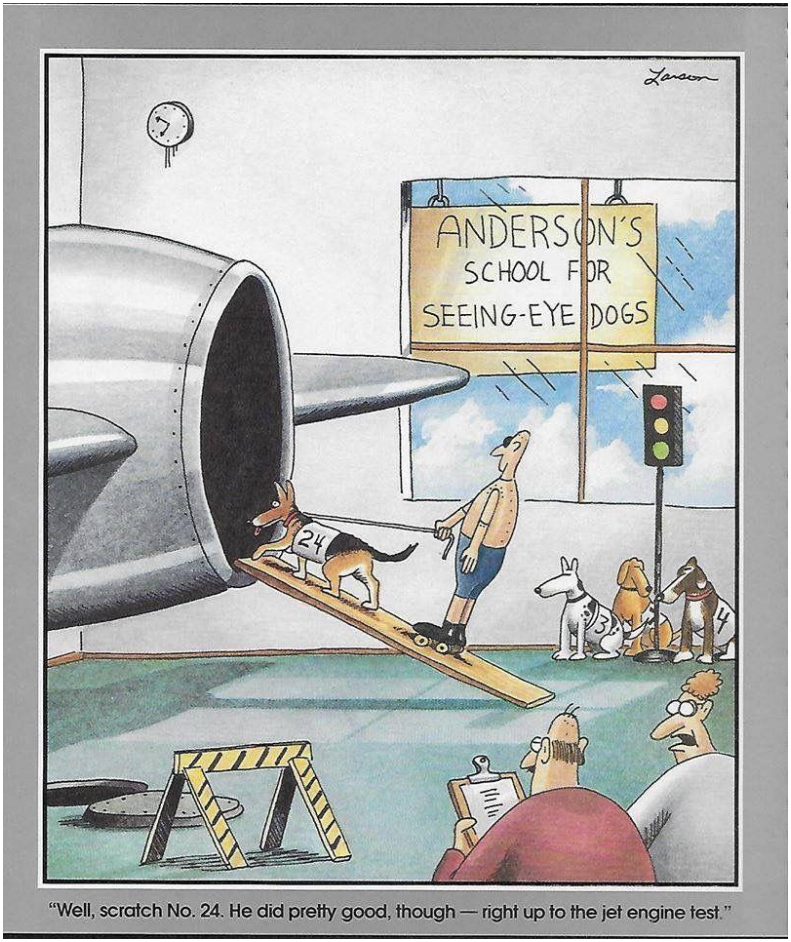
- Cloud Tramp Free Flight Rubber Competition (5a.m.) at Tauhara Park
  August 8, 2021 5:00 am - @ Tauhara Park - Hamilton (Using the park entry at the end of Bramley Drive)
- HMAC Club Night – Aircraft Power Systems
  August 11, 2021 7:30 pm - @ Beerescourt Bowling Club Club Rooms, 68A Maeroa Road (behind the tennis pavilion)
- HMAC Working Bee to Re-lay Starting Box Pavers
  August 14, 2021 - @ HMAC Reekers Field, 231 Collins Road Hamilton
- HMAC Monthly themed flyin – Warbirds Re-run
  August 15, 2021 - @ HMAC Reekers Field, 231 Collins Road Hamilton

September 2021

- HMAC Club Night – Guest Speaker
  September 8, 2021 7:30 pm - @ Beerescourt Bowling Club Club Rooms, 68A Maeroa Road (behind the tennis pavilion)
- HMAC float plane day @ Lake Kainui (confirmed)
  September 12, 2021 9:00 am - @ Lake Kainui (D), Lake Road, Horsham Downs.
- HMAC BBQ fun fly with extended height limit
  September 19, 2021 - @ HMAC Reekers Field, 231 Collins Road Hamilton
- Vintage Competition and Rally
  September 18 and 19, 2021 9:00 am - @ JR Airsail Airfield, 299 Native Rd, Pukekawa
- RC Pylon Racing Series
  September 25 and 26, 2021 - @ JR Airsail Airfield, 299 Native Rd, Pukekawa

October 2021

- HMAC Club Night – Buy sell swap meeting
  October 13, 2021 7:30 pm - @ Beerescourt Bowling Club Club Rooms, 68A Maeroa Road (behind the tennis pavilion)
- HMAC Monthly themed flyin – Aerobatics with Aces Flying Sticks
  October 17, 2021 - @ HMAC Reekers Field, 231 Collins Road Hamilton



"Well, scratch No. 24. He did pretty good, though — right up to the jet engine test."

Next Flight Lines September 2021
September Newsletter deadline – Wednesday 1 September 2021

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