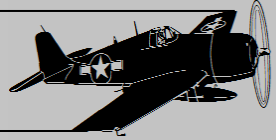


November
2021

Flight Lines



RED DRAGON DRACO

Eflite
ADVANCED MODEL AIRCRAFT

PNP
Plug N Play

BNF
Basic

SAFE

AS3X

SMART

BEST TUGS

FLYING COWBOYS

THE ULTIMATE BUSH PLANE

NEW E-FLITE DRACO 2.0M SMART BUSH PLANE **ETA: JUNE 21**

HOT R/C Premium ETOE Aircraft > VISIT > CLICK > CALL > **WHERE TO BUY**
www.hotrc.co.nz/buy-fly-race.html

*Cover Page: No guess work required. It's been a while.
Obey the rules and lets have fun out there.*

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

November 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

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Grant Finlay

CATERER

Colleen Tynan

CLUB NIGHT:

Wednesday 10 November, 2021 7.30 pm

VENUE:

Beerescourt Bowling Club

68a Maeroa Road - Hamilton

Club Night Theme: Covid Lockdown Project show and tell (if it happens)

Club Themed Flying Day: Aces Stik Comp.... if it happens !

Presidents Report

Grant



Hip Hip Hooray... Covid level 3.2 and we can fly again, well at least 25 pilots on the field at a time that is. At least the change in alert levels has allowed us to get back into flying after a month of being stuck at home in the shed. Here's hoping we continue to free up the restrictions, fingers crossed we will get a chance to travel again by Xmas and the Nationals can go ahead.

So the extra time in the shed has seen some progress on the models. The Decathlon is almost ready to go, but a close look at the mufflers for the engine suggested they were no better than an exhaust diverter and certainly weren't going to cut the noise.



Thus Lyndon has been drafted in to fabricate a decent muffler for the twin cylinders, piped into a single box. Anything will be better than the commercial one. I've also been working on my little Seagull

Funky Cub which I started some time back. This comes with a set of floats and was destined fly off water. However in the short term it will be land based over summer for those last minute shoot out to the field for a quick evening fly.

So with both Septembers & Octobers Club nights cancelled, it's not looking promising for our November Club night either. Unfortunately, we will not be able to run our Buy Sell & Swap meeting due to the safety issues around multiple people handling numerous items. Therefore, we have opted for a bring your lockdown project for show and tell instead. This of course will be dependant upon us returning to

level 2 which at this point is looking like a long shot. Keep an eye on the web site for the latest update on club night and coming events.



This weekend was to have been our final Float plane event for the year. Erring on the side of caution it was decided we should cancel this event as it would be extremely difficult to follow covid guidelines in a very confined & public space.

Next weekend (Sunday 14th) is scheduled for our Aces Stik competition. At this point we have not yet cancelled this event, but that may still be the case. Please check the website calendar to confirm the state of the event.

December will see our Club Xmas BBQ and club night if we can run them. At least we have something left to look forward too, so long as the goal posts don't get moved again.

Out on the field, our mowing contractor will be spraying for Onehunga weed this week or next, so although the main runway will be mowed, other parts of the field and pits may be left a little longer for the coming week.

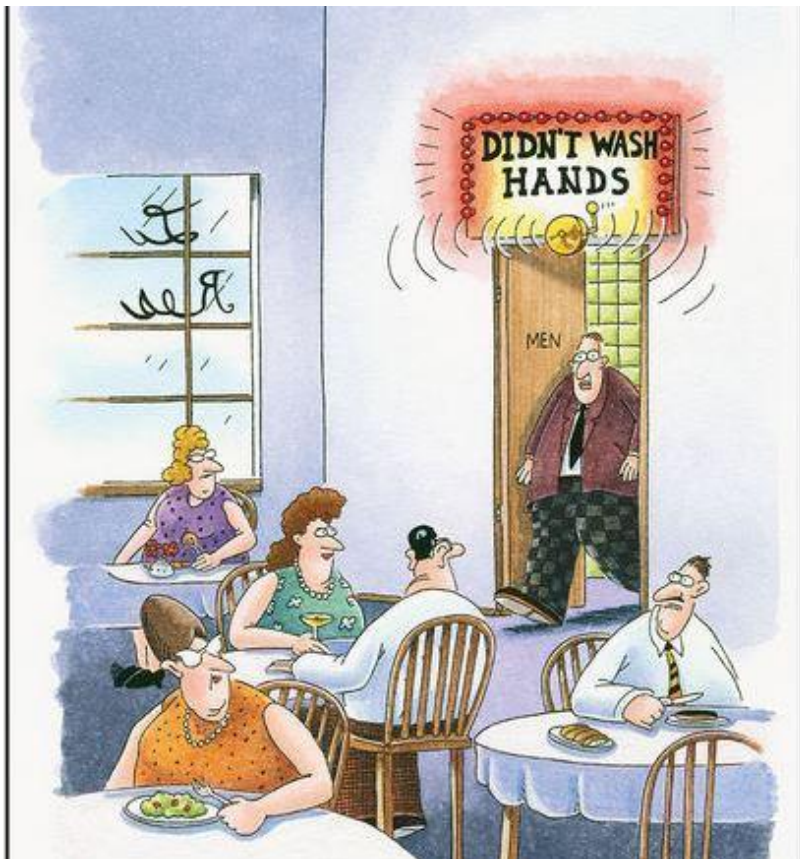
Well, that's as much as I have to add for this month. Here's hoping we can stay flying for the rest of the year now. And for the workers amongst us, if you get a chance, why not make the most of the longer evenings

and pop out for an evening fly after work, after all the grey ghost squadron will have been out there all day 😊

So remember, we have published and emailed our guidelines for operating at the field whilst we are open under Level 3(+2). Remember to scan in or fill out the Tracing Register in the letterbox. Finally please be considerate and mindful of your fellow club members and do your best to keep yourself & everyone safe.

Cheers

Grant



HMAC's Reekers Flying Field is now

“Open for Flying”

Please follow Covid19 level 3(+2) restrictions

Please take note of the following guidelines when visiting the HMAC field

Health & Safety:

- Social Distancing rules apply. Maintain 2 metres separation.
- Anyone feeling unwell or with potential Covid-19 symptoms must stay away.
- You must be a current 2021-2022 member to resume flying.
- Everyone (includes visitors) must Scan the Covid Location Poster or fill out the Contact Tracing Register in the Letter Box upon arrival at the field. Please sanitise your hands immediately afterwards.
- Bring your own hand Sanitiser and Bacterial Wet Wipes etc to the field for your use.
- Bring a soapy water spray or similar for sanitising your planes and equipment (eg: Handy Andy, Dettol, dishwashing soap or similar in a spray bottle with cleaning rags/paper towels). Please take home all of your own rubbish and cleaning items.
- Take home “all” of your rubbish including paper towels, gloves, rags, food items and any potentially contaminated items.
- Sanitise hands before and after putting the fence “down or up” and when closing the road gate. Alternatively use gloves.
- Sanitise all public equipment before and after use: eg Club Chairs, Table Handles, Road Cones and any club equipment used from the shed.
- Do not touch other peoples aircraft or equipment unless asked to do so by the owner and sanitise hands immediately afterwards.

- Sanitise/clean your aircraft, Transmitter, Starting Equipment & Tools etc regularly if others are to handle these items.

Flying:

- Maintain 2 metres separation
- Use the starting poles or a model restraint for your aircraft when starting IC motors
- Main runway: **Only three pilots to be flying at a time** from the pilots box.
- Only fly whilst standing on the painted pavers or remain a minimum of 2m apart
- Electric and glider flying: may take place from the paddock on the north side of the car park. There is no restriction on number of pilots flying from here, however remain 2m apart.

Covid19 Reporting:

- In the unlikely event that you or anybody you come in contact with develops Covid-19 ***you must contact a member of the committee immediately to assist with contact tracing.***

Matamata: Bogan and Baldrick seen here in October getting the Lavochkin ready for December



Aircraft I Dream About—the Lockspeiser LDA-01

Bruce Pickering

“A Flying Landrover for Farmers,” was the popular description at one time given to David Lockspeiser’s innovative aircraft, the Lockspeiser LDA-01 (Land Development Aircraft) that first flew on August 24, 1971. To reduce development costs Lockspeiser built the prototype at seven tenths scale in order to prove his concept for a low-cost utility transport aircraft. The idea was to design an aeroplane that would have multiple roles, including tourism, photographic survey and movie making, among others.



David Lockspeiser, who died in 2014, was a leading test pilot and engineer, and an enthusiastic member of the Society of Experimental Test Pilots. In the RAF he flew Vampires and Meteors; all told during his career he flew 100 different types, logging over 7000 hours. He was

used as a trouble shooter in various parts of the world. In one case, after the Burmese had grounded their Sea Furies following a series of fatal accidents he was asked to investigate. He discovered that the pilots did not wear oxygen masks and, due to inept servicing, the cockpits had filled with carbon monoxide, making them unconscious. He ensured that the aircraft were made fit to fly and initiated proper servicing, but the pilots refused to fly them because they believed that nats (ghosts of the dead) had caused the accidents. In 1955 he joined Hawkers as a production and development test pilot. He was also an avid motor racing driver who, curiously, was banned from racing by Hawker because they considered racing to be too risky for a test pilot! Later he moved to Singapore, where he worked for Lockheed Air Services developing upgrades to Singapore's fleet of Hunters.



The LDA-01 was a single seat canard monoplane of conventional metal framework and light alloy skin, powered by a rear mounted pusher engine of 85hp. To reduce costs, duplication of parts was designed in where possible. For instance, the single piece 4 metre foreplane was identical to each of the main planes, so one structure was interchangeable in three different positions. The foreplane was mounted below the box-like fuselage, while the main planes were attached on top, with considerable dihedral, and incorporated twin fins and rudders. The design featured a detachable belly mounted payload container for quick and easy loading and conversion between roles. Initially, the aircraft was fitted with four wheel undercarriage, à la Landrover; this allowed it to straddle the removable container on the ground, as well as ease the fitting of floats. Later it was changed to a conventional tricycle layout. The fuselage was constructed in three separate sections, each of which could be altered to suit individual requirements without having to change the entire structure.

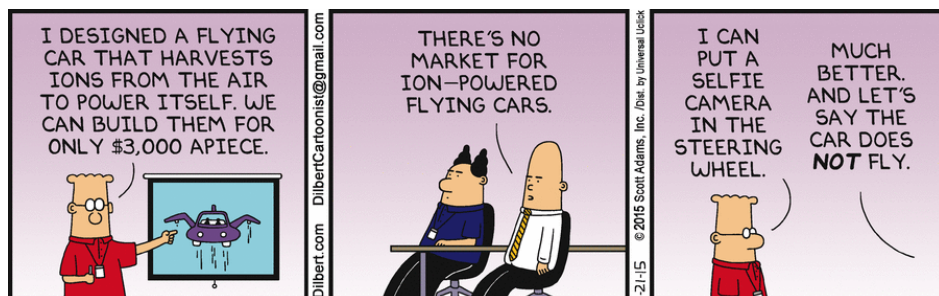


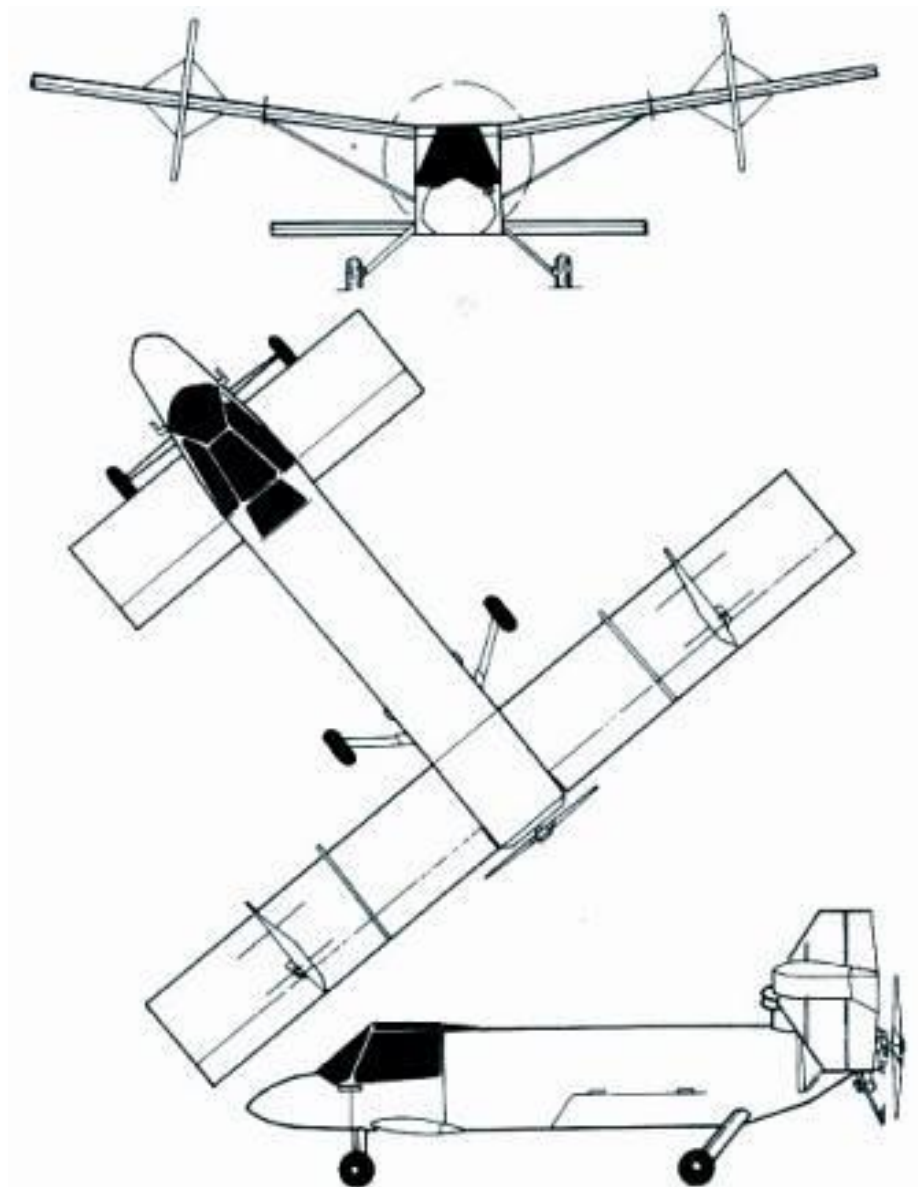
The concept was that it would fly safely at low speeds and could be used for a variety of rural purposes: transporting people, livestock and other goods; it was also envisioned to be used for crop spraying and fire fighting. Usable payload in the scale model was 220kg, which presumably would be increased considerably (the design called for 1000kg) in the full sized version. Besides the removable belly mounted pannier, the box shaped fuselage had a capacity of seven cubic metres. The very wide centre of gravity range allowed for easy load distribution. Ease of maintenance was one important criterion, and the aircraft could carry all of its own spare parts to wherever it was operating, including a wing panel that was attached under the fuselage. For transport or long term storage, the wings could be removed and fitted to special racks on the fuselage.

By the time of its first flight it was renamed the Boxer 500 and re-registered G-UTIL (previously it was C-AVOR). Development continued and its configuration underwent design modifications for production by Brooklands Aerospace. However these were never completed and it was eventually destroyed during an arson attack in early 1987 and subsequently de-registered. During its short life it exhibited some promise, with a cruise speed of 170kph, stalling at 78kph; it's a pity that its potential was never fully realised.

The following enthusiastically presented film describes the concept and design behind this unusual aircraft. It would make an easy to build, very interesting model, especially with four wheels.

<https://www.youtube.com/watch?v=SLewWbAltM8>







Jeremy is keen to clear out some of his flying stock so has re-listed the following aircraft with as substantial price drop. Don't be the one to miss out on these bargains

Parkzone T28 Trojan

50 flights, no crashes or damage. Add Rx and 3 cell lipo to fly. \$150



FMS J3 Cub

15 Flights, Damaged, I cartwheeled it, some foam needs gluing, a easy repair,

A new spare set of wings and struts, prop and prop hub with it, some glue, a Rx, and 3 cell lipo to fly. \$150.



Great Planes Revolver 70"

OS904T, Hyperion servos, Emcotec mag switch/reg with twin Life4 batteries, In flight mixture control, All new on assembly, Mint unmarked condition.



Had 4 flights, flew straight and smooth, Ready to go, add Rx to fly. \$750



Contact Jeremy Madley, 021 289 4889.

Another Lock Down Project

Allan Ward

Nearly out of lockdown. An Aeronca Sedan frame work given to me by Wayne Cartwright about a month ago & not touched since 1953. It has a Maxum XL 30 4 stroke in it side mounted with exhaust coming out under the cowling. Originally single channel powered by an ED Racer (2.46cc) Diesel ..Now 3 channel...



And now for some lockdown action at Collins Road flying field



Photo credit: Ron the drone member (taken before lockdown)





Super Kaos /Kwik Fli.MK 3. Modified to tail dragger with ASP 61 & muffler, never flown. Needs 3 servos & radio & missing a needle valve in Carby. Ideal for vintage Aerobatics.

\$275...complete Allan Ward 027 274 1327





More great stuff for sale

DLE 30 Used, has done some work but not much \$300

Turnigy 32 Brand new \$340

RCG 30 Brand new \$350

I also have for sale a Great Planes Pitts M-12s, 1740mm wingspan. Complete with 8 servos and brand new RCGF 56 (not run) engine. There are some repairs to the film covering due to a landing mishap (the red covering is slightly different to the original colour). The undercarriage mounting was quite weak and the gear departed on one landing; it has been strengthened and repaired. I would like \$975 ono.

Please contact Bruce Pickering
021 238 3572
bpickering@slingshot.co.nz

Miss America 1936.

Dave



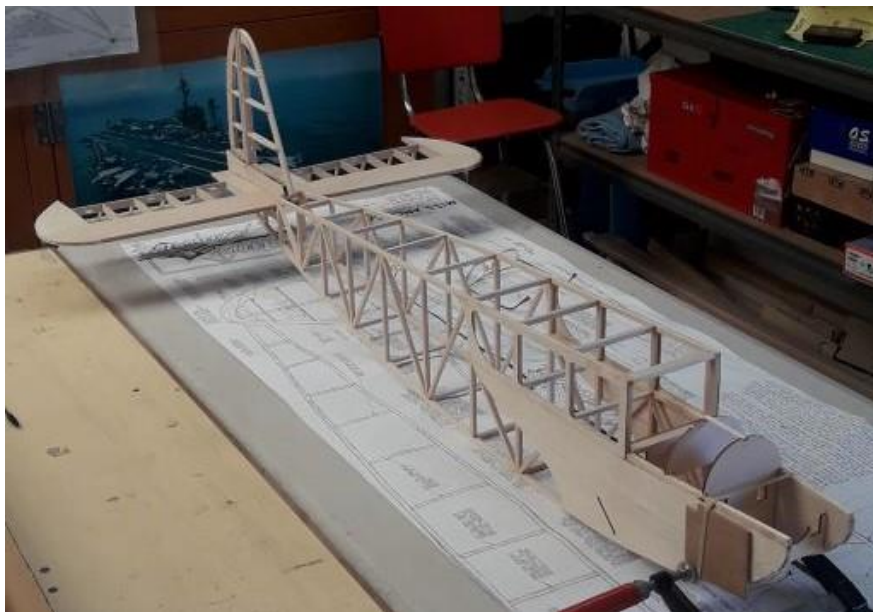
This Vintage model has always appealed to me. I purchased it while at the Warbirds at Awatoto event from the Hanger One stand that they had set up there.

I guess this proves that it does pay for specialty retailers to attend such events and promote not only themselves but the hobby. The idea behind the purchase was not to have it compete in any Vintage competitions but solely for the purpose of cruising around the circuit and enjoying a lazy day's flying. The Miss America also in my eyes was very much on par with the size and dimensions of many ARF Piper Cubs that are currently on the market, but at a fraction of the price. A no brainer for me, especially as I enjoy building.

The Miss America comes as a short kit, wingspan 84 inches or 2133 mm, whichever you prefer, and was designed for a 35 – 45 two stroke engine. My idea right from the get go was to equip it with an electric motor and in this regard a fair bit of redesign was required up the front end in order to accomplish this feat. The construction of everything south of the motor was per the plans. The aircraft was initially designed for free flight but Gwyn Avenell has produced some additional drawings to go with the kit for both elevator and rudder control.



Other than tarding up the wings and fuselage with a bit of additional graphics I'm pleased to say it is now all completed. So what drives this bad boy, or lady should I say.



The motor I have picked is an OS Motor, OMA 5025 – 375Kv. Having said this, the motor was actually purchased for another project a few years prior which never got off the ground (no pun) so it was a case of “I had it, I better use it”. These motors come with all the specifications you need to make a wise choice regarding propeller sizes as all the important figures like Watts, Amps, Thrust and RPM have already been done for you.

Going back to the project that never got off the ground I just happened to have a 15 x 8 prop available as well which suits this motor nicely. So what have we got: First off a 15 x 8 propeller attached to the abovementioned motor which then connects to a Hobby Wing 60 A ESC. I have decided that Miss America will run a separate Receiver battery, 2S 1000 MAH for the three servos, One rudder, Two on elevator. This

size battery is what I also have on my Lanzo Bomber Vintage aircraft and will last pretty much all day.

Now this is where the fun starts. I originally intended to run the motor on 4 cells but after running this battery size on the Wattmeter it quickly became apparent this did not produce nearly enough power to keep Miss America flying, let alone take off.

Let me explain. The all up flying weight of Miss America came out at 5 lb 12 ounces (92 ounces) or 2655 grams. Running the fully charged 4 cell battery at full throttle only produced figures of 339 Watts at 21 Amps. Dividing the maximum watts by the aircrafts weight realised a figure of only 59 Watts per pound. Oh dear, not nearly enough.



Now onto Plan B, let's have a look at those motor specifications once again. Ahhh, Should have read them first I guess. The motor is designed to run on 6 cells, not 4. So I repeated the exercise using a fully charged 6 cell battery. Now look at the difference. 947 Watts at 40 Amps. Comparing this with the specs provided by OS, this was almost identical to their figures, 963W at 39 Amps, 4.5 Kg of thrust at 8200 r.p.m.

This now converts to around 165 Watts per pound so with the aircraft weighing in at 5 lb 12 (2.6 Kg) this will give me more than enough power.

Now if I look further into the OS specifications I see that by using a 16 x 10 propeller, this will produce 1411 Watts at 56 Amps, giving a thrust of 6.2 Kg at 7800 r.p.m. Even better.

Let's just say I'm heading out to buy a 16 x 10 propeller the first opportunity I get. Only the test flight to come so Grant or Gordon, don't be surprised if I kindly tap you on the shoulder shortly.....

Editor's Ramblings

By Dave

Once again we have been caught out by going into lockdown and our fun put on hold for a while. While I think we've have it bad my heart goes out to all the hospitality and retail outlets that have not been able to open or operate as they would like and have been really hurting financially.

So when you put it in perspective we shouldn't really complain. But alas, as humans that's what we do.

Many thanks to those who have sent forward bits and pieces to make the November newsletter happen. This month was always going to be a struggle with no flying and no events to report on. Please don't think that what you build or what you fly is of no interest to others. You'd be surprised.

Reminds me of years gone by when the teacher used to ask "are there any questions?" No one was ever brave enough to put their hand up and everybody walked out of class none the wiser.

All contributions welcome.





Balsa ply Extra type sport model, airframe only
Needs servos, radio, motor etc. Wingspan 1400mm fuse 970mm
Rebuilt never flown.....\$95-00...
Allan Ward 027 274 1327



Coming Events 2021

November 2021

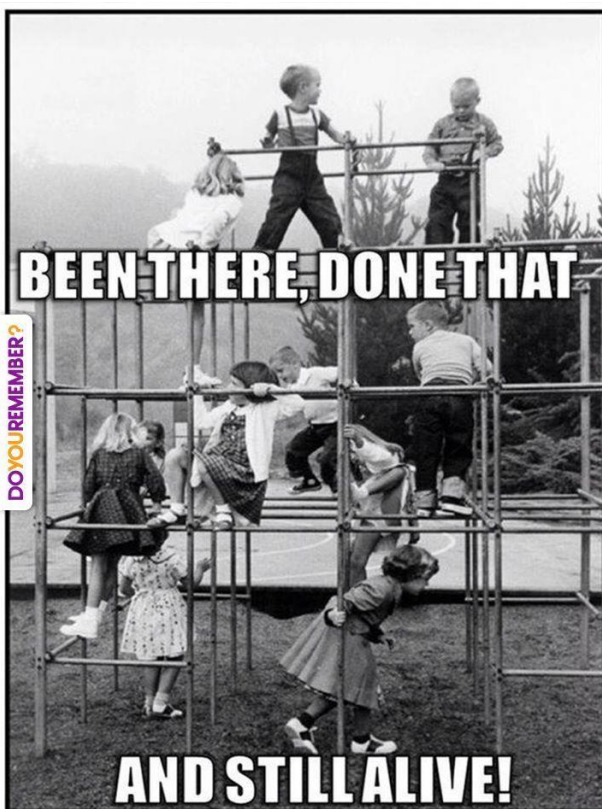
- [HMAC Club Night](#)
November 10, 2021 7:30 pm - @ Beerescourt Bowling Club Club Rooms, 68A Maeroa Road (behind the tennis pavilion)
- [Vintage Competition and Rally \(rescheduled date\)](#)
November 13 and 14, 2021 9:00 am @ JR Airsail Airfield, 299 Native Rd, Pukekawa
- [HMAC Monthly Themed Flyin – Aces Stik Aerobatics \(rescheduled date\)](#)
November 14, 2021 - @ HMAC Reekers Field, 231 Collins Road Hamilton

December 2021

- [HMAC Xmas Club Night Meeting](#)
December 8, 2021 7:30 pm - @ Beerescourt Bowling Club Club Rooms, 68A Maeroa Road (behind the tennis pavilion)
- [Glider Aero Tow Event - Matamata](#)
December 10, 2021 - December 12, 2021 @ 1031 Old Te Aroha Road.
- [RC Pylon Racing Series \(Xmas BBQ\)](#)
December 11, 2021 - December 12, 2021 @ JR Airsail Airfield, 299 Native Rd, Pukekawa
- [HMAC Xmas BBQ and Funfly \(rain date\)](#)
December 12, 2021 - @ HMAC Reekers Field, 231 Collins Road Hamilton
- [HMAC Monthly Themed Flyin – Aces Stik Aerobatics \(rescheduled date\)](#)
November 14, 2021 - @ HMAC Reekers Field, 231 Collins Road Hamilton

January 2022

- [Model Flying New Zealand National Championships](#)
January 2, 2022 - January 7, 2022 @ Clareville - Carterton



**Please refer to the clubs website for
cancellations to programmed events**

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

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