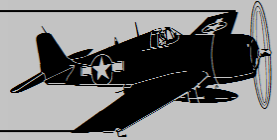


July
2014

Flight Lines



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Cover; Steve Wharepap's with his giant Vario gas helicopter

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

July 2014

www.hamiltonmac.org.nz

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WEB SITE	Mikey Wilson
CATERER	James Danby

CLUB NIGHT	Wednesday 9th June	7.30 pm
VENUE	Beerescourt Bowling Club	
	68 Maeroa Road - Hamilton	

THEME: Electric motor setups for beginners.

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

Presidents Report

You may have noticed that winter has definitely arrived if you've looked out doors in the last few days. If not then, hopefully you've been buried under a pile of balsa dust working away furiously on your latest model. Last weekend I finally managed to finish off my ARF (Almost Ready to Fly.... I use that term loosely) four metre ASK21 scale glider. Started in late February, it's taken a lot longer than even I'd allowed for. It required a number of modifications and is nowhere near the finished weight quoted in the manual. Never mind, I'm sure it's going to fly well, that is as soon as we get headed back towards some summer weather. On the bright side, at least we have now passed the shortest day!



A number of our members managed to get across to the Annual Model Auction in Tauranga a couple of weeks back. I believe there were a few bargains to be had and a number of our members managed to spend their hard earned dollars. It was mentioned that the number of passed in items was very low, meaning that there were good sales made overall. That's good for both the modellers selling stuff and the commission on sales for the Tauranga Club funds. Hopefully we will get to see some of the sale results at our field. As an advance notice, we plan to hold our annual Buy Sell Swap evening in October, just in case you purchased a lemon !!

Many thanks to James Danby for his presentation at the June club night sharing his experiences competing at the recent Asian-Oceanic F3a Aerobatics Competition. This was a very interesting talk and highlighted just how much effort, dedication and cost goes into competing at this level. It's not always apparent, but competition is what drives a large proportion of the development of modeling as a whole. Without these events, we may not see

the same level of advancement cascading down into the sport fliers arena, so it important for the hobby that this level of competition remains alive and well through the efforts of people like James.

This month's club night theme is Electric Motors for beginners. Wayne Cartwright will be supported by Mikey Wilson and James Danby introducing you to and removing some of the mysteries surrounding electric flight and motors. Topics such as figuring out how much power you need, what type of motor and some basic guidelines to follow, should provide us with a very useful evening. Junes club flying events included a Glider Day, Indoor at the Tennis Stadium and a Fun Pylon event at the Club Field. The indoor event went really well, although the numbers in attendance were a little light and we didn't quite break even on the costs. This time we were allowed to take down the tennis nets of two of the courts, which certainly made the space a little more open for flying. We will probably run another indoor event in a month or two depending on demand. Our fun pylon day was a great success with a number of members joining in the exhilaration of racing. Flying around two poles and in a clockwise direction was a bit different to normal pylon events, but made for a safer course and a heap of excitement. Models were roughly matched for speed as we flew a number of "Classes", so everyone got a chance to partake. There was a lot of close racing, a few near misses, but as for winners, in the end, who really cared. It was just plane fun !! So all in all, a very busy month of flying activity.

This month we have another good selection of club flying events for you to take part in. These include a Float Plane day at Lake Puketirini in Huntly this Sunday 6th July, an Electric & FPV day on the 13th July and we round out the months events with a Glider day on the 20th. Glider Aero Towing has been providing a bit of fun for a few of us recently, thanks to Sel Melville and his Cessna Ag Wagon tow plane. There's a good bit of interest out there at present, with a handful of Gliders in the club being prepared or ready for tow plane launches. Therefore with our upcoming Glider

day , hopefully we will be able to get some of these models into the air and you can see just how exciting it can be.

Finally, a couple of sad final departures for the month. We wish to express our deepest sympathy & condolences to the Family of Eric Schofield who sadly passed away following a prolonged illness. Eric will be missed for his lively discussion and input to the club. Also, long time member of the Thames Blackfeet Model Club, Frank Crowfoot whom many have had the pleasure of flying and socialising with over the years. To both families, our deepest sympathy.

Well that wraps up another month of ramblings from me. Remember to remind people to put up the fence when leaving and keep their flying below 400ft. But most of all have fun and fly play safe.

Grant



Captains Ramblings

Welcome to another captains rambles... The recent indoor event was very successful and there was a good turnout. At one stage I counted 8 planes circling at once with a real lack of carnage which was a good change from the usual left turn circuit combat that takes place. I was particularly impressed with Auntys new Mig that did numerous taxi tests during the night and seemed to have a very effective rudder as it turned for the next pass. I hear it has since flown well and will easily fly indoors which is good to hear. It was great to see a couple of new faces attending and a lot of young flyers giving it a go. If you haven't been to an indoor, try and make the next one. Thanks again to Mike Sutton for once again making sure the night ran smoothly and for organising the netting to be pulled down. This made the difference for many pilots. For me it was the first time in years of indoors I returned home with no repairs required which was definitely a good thing.

The club fun pylon day also went well with a good turnout and some excellent racing had. Thanks to those people who put up the pylons and to all those who took part. I hear whispers that the Tauranga auction was again well attended by HMAc members. I actually think we must keep the think going with the support our members give. A few bargains we're had and I hear that once again one of our members bought the biggest model on sale which is now becoming a trend. I look forward to seeing all the new acquisitions at the field.

Also on the theme of events, a reminder to check the website www.hamiltonmac.org.nz to keep up with the upcoming events. This upcoming club meeting will be looking at electric flight. Electrics are now at a place where it's pretty hard to get wrong and the price point is making it well worth the trouble for a plug and play flight without the tuning and slime hassles and lipo's

really don't catch on fire as much as you would believe (and from experience a good dowsing from the garden hose puts them out).

See you at the meeting.

Mikey.

June HMAC Action



RC Pylon at Paul Clausens (Puketaha)



What great luck (I call it organization) with the weather on Sunday, a perfect day for pylon with no wind and high cloud, all this helped towards a big turnout for the last meeting of the season.

It was pleasing to see two newcomers flying Q500 sport, Brendon and Stephen, they went away with big smiles and both completed 5 rounds without a problem. Also a big thanks to the helpers, it was great to see Bill Bell again to lend a hand, he was seen helping at the timers table most of the day.

A big turnout for Q500 Sport with ten entries, Mr. consistent Grant Finlay came to fly, I guess there wasn't enough wind for BloKarting (Land Yachts), along with Lyndon with his faithful Sonic still going strong. Paul Clausen, our host, won the day with an impressive score of 386, an average of under 1.37 per race, followed by Marcel La Grand, who came through well after a mishap following the first race.

Two Q500 Expert models were present but a stripped servo gear kept one grounded resulting in that class being missed.

E Sport had 4 entries with some close racing between Chris and Brian, I did some experimenting with power systems, resulting in an uncompetitive model terminating it's day after suffering a dry battery solder joint (my own workmanship). Graham also suffered a motor out, yes I mean "out" after it departed from the model during race 3. That left just Chris and Brian to battle it out.



F5D had three of us. This time I ran the watt limiter for the first time and ran out of ergs on lap nine, so after some tweaking I managed to get in ten laps with consistent 65 sec races. Chris was also exceeding his wattage limit and had to coast about half a lap, some homework required there. Brian was having trouble keeping up with his latest creation and spent most of the race half a lap behind the model. He wisely opted out of the last heat.



Results;

Q500 Sport

- 1st. Paul Clausen 386
- 2nd Marcel LaGrand 435.6
- 3rd Grant Finlay 437
- 4th James Danby 447.4
- 5th Ron Stone 448
- 6th Gordon Meads 461
- 7th Graham Duncan 471.7
- 8th Lyndon Perry 483
- 9th Brendon Stewart 572.8
- 10th Stephen Collins 634

E Sport

- 1st. Chris Jackson 369
- 2nd Brian Harris 603.9
- 3rd John Danks 610.3
- 4th Graham Duncan 622

F5D

- 1st John Danks 336.5
- 2nd Brian Harris 393.2
- 3rd Chris Jackson 600



Well that's it for the season, a great time we had during the year. There will be even better things to come next season with a couple of Saturday comps. thrown in along with some two day events to get pilots in from further afield.

We are having a break over the next couple of months and will be working on next year's calendar, we'll keep you posted.

Cheers John, Danks

ASIAN-OCEANIC F3A AEROBATRICS COMPETITION 2014, Pattaya, Thailand 10th-17th May -Part 2

Onda-san was first up after lunch with a very tidy flight. A few flights later I was up for my round four flight and although there were a few line changes and roll speed variations there were no zeros even with an ugly stall turn...

Hamish was up again for his second flight of the day and his round two flight. Again it was a clean flight and while he thought the servos still weren't quite moving cleanly it didn't show.

The third and final day of the prelim rounds saw me third up for my third round flight. I was very happy with it as I was back to flying how I would normally...too late though. Both Ant and Hamish weren't up for a few hours so surprisingly enough it was back to the pool.

Ant's last flight while not quite as good as his first was still looking like a blinder. Hamish's was again, as his other three had been, well positioned with no zeros. With all the prelim rounds now done back at the hotel we received the final results. Hamish was 19th, Ant 20th and myself 22nd there was some discussion at a Team Managers meeting as originally the top 19 had been slated for the semi-finals. A quick recheck of the rules and the fact that an individual or two not from the Asian region was in the mix meant that only the top 15 were now eligible which was disappointing for Hamish who like Ant and I then moved up 2 more places to 17th, 18th and 20th respectively. Hamish's consolation was he had to do a warm up flight for one of the semi-final rounds so did in-fact wind up flying the F two days later doing an admirable job. He wound up providing everybody with a heart in mouth moment during the rolling triangle and an amusing moment as he displayed a funny awkward walk to visit the toilet bus upon landing ;)

The rainday was spent touring the CARF factory situated an hour and a half south east of Jomtein in Rayong. It was interesting to see some of the techniques that they employ for the reverse painting of the moulds and it appears the focus is now on quality as much as quantity unlike a few years ago. The range of scale kits is impressive and also of interest were the UAV's been produced for various civil and military forces the world over.

The following day and it was into the semi-finals with the Japanese leading the way with two Chinese and two Australian pilots hot on their heels. The flights as one expects at this level were tidy with accuracy and finishing costing the pilots points. The end saw the three Japanese into the final along with Matthew and Bill from Australia just scraping ahead of the two Chinese by a matter of a few points, it was that close.

The two unknown schedules for the finals were released by the jury that evening and much discussion followed over dinner. A worry was that the complexity would push the 8 minute flight time limit and battery capacities. With this in mind Bill soldered up some 6000mAh packs and reprocessed his model the following morning.

The format for the finals is one round of the F schedule followed by the first unknown then the second round of F schedule followed by the second unknown. Everybody was flying well through the first F schedule but it was the unknown that was to cause problems. Due to the time limit and complexity everybody took off down wind and climbed to position as the first maneuver entered from the top. When it comes to the Japanese the caller has the stop watch out and is timing to each point of the flight letting the pilot know to speed up or slow down, they also fly between 150-175m out, well-paced and not overly large. The Aussies on the other had no stop watch so Bill wound up flying a very fast pace and allowed the accuracy to suffer, the model was also slightly out of trim due to the larger packs. Matthew flew at 200+m out and took about 2min just to get through the first manoeuvre of two down loops with integrated rolls as a result the 8min was up with one and a half maneuvers to go.

Another round of F schedule and then into the second unknown. Hattasan and his caller had a slight confusion and exited the wrong way up which saw him slip to third behind Onda and Haneda. Both the Aussies finished the flight with time to spare this time.

The closing ceremony took place at the Pinnacle Hotel next door to the Casuarina where the opening ceremony was held. It was a boisterous affair with the official speeches, prize giving, photos, and dinner. Once the FAI flag had been lowered and passed to the 2016 AOC organizing committee from Taiwan a song and dance show to finish the night off was put on by some rather deep voiced lasses much to everyone's amusement!

The trip home almost went without a hitch, apparently our van had suffered slight bumper damage at the hands of a silver hatch in the

hotel carpark on the second day? It was allegedly fixed to better than new condition for the princely sum of BHT\$1,500! I'm not sure where that story came from as the AVIS guys saw nothing wrong and were impressed I hadn't returned a wreck.

While I breezed through check-in Hamish, Ewan and Ant went about luggage swapping to even up weights, I'm not sure how this worked as Ant was 28Kg's to begin with. Must've been that laptop/flight sim eh Hamish?...

Onto the X-ray and it turns out Ant had packed his screwdriver set and pliers in his carry-on instead of his checked luggage so as I swan through he's unpacking, Hamish and Ewan are behind trying to work out what's setting off the metal detector. I thought I'd better disappear through passport control before I wound up in a back room too. About ten minutes later the others turned up sweating a bit more than before and not from the heat so we headed for a feed at BK.

The flight to Sydney was great, up the front of the plane with an entire middle row to myself, while the others suffered through the 9 hour flight down the back of the plane with two rather loud members of the Aussie team just in front of them. Transiting Sydney I left the others on the plane as I had to be down the far end of the terminal for the connecting flight. It turned out the model box did not make the Emirates flight but was shipped later that evening and couriered to me the following day (a first for everything).

Thanks to Ross and Noeline for helping to keep the cost of airport car-parking to a bare minimum for the two weeks and a big thanks to everyone that helped the team out both here and overseas with equipment supply, practise sites and travel documentation. In particular Ross and Noeline Craighead, John Danks (Airsail), The Taupo MAC, Dave Wright (MFNZ), Dave McFarlane (Model Sports Australia).

Granny.



Coming Events

July 6th	HMAC Float Planes. Lake Weavers, Huntly
July 9th	HMAC Club Night: Electrics beginners.
July 13th	HMAC Club Funfly: FPV and Electric.
July 20th	HMAC Glider Day
Aug 13th	HMAC Fun Club Night
Aug 17th	HMAC Funfly STOL Event
Aug 30-31st	MANZ Flyin, Taupo

Flight Lines Deadlines 2014

Aug Bulletin – 28 July

Sept Bulletin – 28 August

Oct Bulletin – 28 Sept

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

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