

# 'CONTACT'



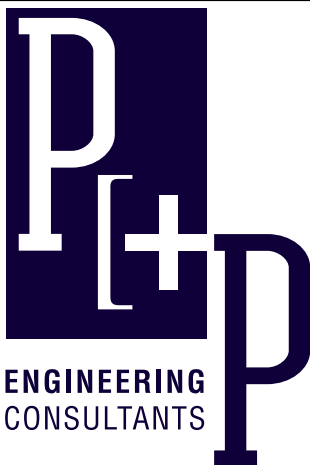
NEWSLETTER FROM

**NEW PLYMOUTH  
MODEL AERO CLUB**

August 2015

## New Plymouth Model Aero Club Officials, 2014-2015

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Despite the occasional icy blast from the South, flying has continued apace when the weather has permitted, the retired brigade in particular taking advantage of the fine weather during the week. They have also been joined on occasions by the working with the flexibility to take extended lunch breaks, etc.

A group of our web footed members (float plane flyers) ventured up the Hamilton to join the locals there for a days float plane activities. Sounds like they had a great time from the report in this bulletin.

Gary's shed is featured in this issue as well, so you'll get a glimpse into the workings of the Wild Thing factory as you delve into that.

Ole's big FW-190 was observed doing taxi trials at the strip recently so we can expect news of a successful maiden flight soon. Looks great and the 100 Twin certainly has sufficient get up and go, I expect it'll have quite spritely performance. Ole also informs me that his ESM Corsair is well on the road to recovery after a mishap and will be sporting a new paint scheme, so we're looking forward to seeing that in the air again as well.

Hope the winter projects are coming along and we'll see them emerging from the workshops and taking to the air as the weather warms up. Note that we've got a club night coming up on the 11th of September and there'll be an indoor at the TSB Stadium in October.

Catch you at the strip or the club night!

Cheers,  
Steve B.

Front Cover: ESM FW-190 on the prowl.

## President's Report

August 2015

In my last report I noted that I have completed my latest "Seamaster" Floatplane just in time for a trip to Hamilton's Lake D on Sunday 12<sup>th</sup> July. Two car loads of keen pilots and planes made the early morning trip to Hamilton, Mike, John R, Morgan, Jamie and myself in my van followed by Rob and Gary in the Estima. (Unfortunately Keith was bed ridden with the flu so missed out this time)

After an icy trip North we arrived at Lake D- Hamilton around 10.30. There were a good collection of local modellers with a range of aircraft, mainly floatplanes and converted trainers etc. Conditions were absolutely fantastic with very little if any wind. The lake is surrounded by trees but is much larger than the current two lakes we fly from here, a boat ramp gave easy access to the water and the local club provided an excellent retrieval boat which seemed to be in use most of the day.

We were quick to get setup and into the air, John R had his trainer and trusty Yellow beast, Mike had his trainer and newly finished Cessna Skylane, I had my Macchi 33, newly finished Seamaster and Skipper. Rob took along his Macchi and Skipper and Gary had my old LT40 trainer and Skipper. Once all models were assembled we took to the skies.

The lake being so calm made it a little harder to get airborne for some however I had no such problem and test flew the Seamaster which flew on rails for most of the day. Rob found out that his Macchi required some positive angle of attack to get airborne (looked great so hopefully next time). We test flew Mikes Skylane and it flew well, she looked very realistic passing by at a scale speed.

The local guys provided us with some entertainment (the odd dunking) Grant Findlay seemed to be in the air most of the day with a popular model, an ARF Cessna of plastic construction around 60inch wing span available from Hobby Hanger. Alan Rowson had a collection of aircraft one being a Macchi 33 like my one only electric and a lovely Scale Twin engine Widgeon which flew and sounded lovely. I took along my portable BBQ so we enjoyed a cooked lunch of sausages and bread as per usual. Facilities at the lake are minimal with picnic tables and that's about it however the scenery is very picturesque.

Rob and I had a couple of good flights together with the Skippers in formation; these models still impress and look great flying together. We flew until we had had enough and the sun glare off the lake was too much before packing up and heading home to NP.

A fantastic day out with great company and the best conditions I have ever flown in- a spectacular glassy lake with no wind and plenty of room and time to fly. If anyone is interested we will be making another trip to Lake D Hamilton on Sunday 13<sup>th</sup> September- weather permitting.

Things to remember from me

Just a friendly reminder for out at the R/C site, If you do not have a current wings badge to cover the type of aircraft you are flying see myself Justin, Allen L or Mike P to put you through the test.

Also if you do not have a wings badge you must not fly alone at the field (this does not cover you in event of an insurance claim)

Don't forget- Get those float planes ready for some more winter water flying August 23<sup>rd</sup>!!!- Lake Ratipiko, Great to see you and the whole family out there, a \$10.00 landing fee (to cover the Lake hireage) and BBQ Lunch supplied.

Till next time - Over and out - Justin

## HLG F3k

12 Aug.

Once again there was only Steve and I, so we did the up together and last down wins competition, with ten throws. New member Brian Wilson volunteered to be our time keeper so we had a couple of throws to check things, and then got into it. Of course the air was good then, but was not when we started!

Steve beat me on the first throw, but then we tied on the second when big lift came through. We had decided on a two minute max to apply, hence the tie, as we both maxed. I managed to get the next one, and didn't get another till the last round. I had got close ( one second ) on the ninth, but Steve pretty much had me beat.

Then it was back to formation Harvards, fast and slow passes, nice and low looking really good in very smooth air. This is getting a bit addictive !! You will have to be with us next time Mike.

### RESULTS:

Steve Blackman	eight wins
Allen Lawrence	three wins



## Thermal B.

2nd Aug. NDC.

Steve and I got to the strip about 1.30 to fly this, but had to have a Harvard formation first! This is getting quite common these days, with Mike joining in as well and the three of them look great flying close. Anyway, we then set up the winch into a light westerly, leaving the cross runway clear for power flying. This didn't happen, as those guys decided to time keep and retrieve for us. Thanks guys.

Having helpers meant we were up together most of the time, but it was amazing how even when we were close together, the air could be very different. In the first round Steve made 10 minutes, while I could only get to 5.32. Both still maxed with good landings though. In the second round, this was reversed. I made 7 minutes, while Steve only managed 4.40. Still both of us maxed again.

In the third, the air went completely dead though! I scratched around and made 4.12, with a good landing, but Steve could only get 2.57, and even with a 90 landing, he was 5 points short of a max! That 3 seconds would have been enough, or another 5 points on the landing. Being NDC, I had to try for a 200 point max, as in a 10 minute flight and 100 point landing for the fourth round. I made a good launch but the air wasn't good, so spread the search a bit and found some nice stuff which didn't take the model very high, but held on long enough for the 10 minute target. I was a little short on the landing for an 85, but was quite happy, as this was the best total I've done.

After the gliding the air was still warm, Mike had arrived, so it was back to the Harvards, with Robs Macchi as the interloper, doing more formation flying! Then it was the turn of the Assassins for a bit of combat. A great way to finish the afternoon.

## TOTAL

Allen Lawrence 120 120 120 185 445  
Steve Blackman 120 120 115 355

## Gary's Shed



This part is my construction/REPAIR room! It's quite full with most of the stuff I need to stumble together a few A.R.F.'S and 'lots' of repairs. I'm not really a scratch builder but after putting together half a dozen of the great to fly Wildthings I reckon I could knock up a reasonable one blindfolded now. The place isn't that tidy but I can normally put my hands on whatever I need without having to search about for too long. This is a multi-functioning workshop and over the 20 years we have lived at Queens Road has seen the 'birth' of a few dozen custom game rods and popped out a few refurbished rifles etc for mates.

About 4 years ago I visited Pukekura Park one night when the club was doing a bit of a flying demo and was amazed at the advancement of the electric technology and decided that this hobby/sport might be a little cheaper than shooting a couple of hundred clay targets every two weeks. It was great catching up with mates from around 25 years ago when I was more into control line stuff than R/C but did a little of the former with dodgy radio gear, although this could have been due to the fact that we were all at the mercy of bandit Cbers then!



They used frequencies very close to ours and occasionally we would get shot down by one of them 'buggas' if they drove past our site yap-ping to their "good buddies". Thank goodness those days are past and our newer frequencies are a bit safer, other than the unexplained 'brown outs' that just seem to pop up from time to time.

Well I've stumbled my way through a few A.R.F.'S and second hand stuff, which is thinning out a bit now and am pleased to say that I am having many more lucky days flying than unlucky ones thanks to the encouragement of Dave, Rob, Justin, Alan and well, lots of guys really.



At the moment I am working on a 'Seagull Models' Super Tucano. I've had a few issues to sort/iron out but it's well on the way now. 15cc Petrol JBA engine up front – same as the one that Allen L powers his Super Texan with – hope mine goes as well!

On the bench is a rebuild of my last Wildthing that suffered a large chunk of radio failure and it shredded itself through the boundary fence at about 100 plus but fuselage came out of it virtually untouched – so bung in another wing, cover, paint and new engine mount and whoo hoo – Wildthing number 6 ½.







Out the door and into the back of the garage the bigger/heavier models on a wall rack. A few spaces appearing sadly! The lighter type stuff hangs off the rafters. Fuels and other dangerous stuff live in an old upright freezer – not Lipo's though eh!

They get charged on a clay flower pot base on the bench and stored in an old army machine gun ammo tin. Had one lipo give way in this area but no damage other than more smoke emitted than I would have thought possible. It took hours to clear the basement – ‘frightening it were!’ – message here – “be careful with these things you all”.

Finally, yep I do have an electric jug down in my man cave with a Latte sachet or two consumed on a reasonably frequently basis but there are NO drugs, booze, smokes or Wild Women stored in here. (I hide them someplace else ha ha!) Well that's mu shed, must have a tidy up now. Cheers and good landings Chaps.

## Float plane day at Lake Ratapiko

26<sup>th</sup> July 2015  
by Keith Butler

We certainly know how to pick the days, with another forecast for wind and rain. The wind was living up to expectation with strong NE blowing 35 to 45 kph but at least the rain was holding off in the morning. The van and boat trailer had been packed the night before so there was no excuse not to go. Arriving at the lake, Justin was already there and Bill Jackson not far behind.

As we unpacked, the wind momentarily eased and Bill was the first to test the conditions with his high wing Seniorita, taking off directly into the nor-easter from the boat slip way. After a few circuits, Bill safely landed and faced the challenge of taxiing, down wind, back to the slip way. This was soon followed by Justin's refurbished Sea Master and my Sea Master, both of which revelled in the windy and choppy conditions. However, my Sea Master developed engine problems and only just managed to make it back to the slip way. After these early successes, the word must have gone out as others started to arrive, including the Robinson family with young Alice.

The wind grew stronger as the morning progressed. Both Justin and I flew our Sea Masters again, whilst every one else waited to see the outcome in the testing conditions. Unfortunately, after a few circuits, the engine on my Sea Master quit at the bottom of a loop into wind. Instead of landing down the lake into wind, I made the fatal mistake of turning down wind, at low altitude, to try and return towards the slip way. The plane was blown over and it rolled into the lake, snapping off the fin/tail plane from the fuselage and one wing tip float. Not too serious and repairable damage. It was at this point that warm food seemed a great idea and the BBQ was fired up inside the club house.

Whilst sausages were cooking, I flew my Northstar which showed a fair turn of speed and was untroubled by the windy and choppy conditions. Again, poor judgement on my part, as I choose to land cross wind in order to avoid a long taxi back to the slip way. The wind picked up one wing on landing and flipped the plane over, nose end into the water. No damage was done, only to my pride and there ended the days flying for me and everyone else.

After enjoying the shelter of the club house and bbq, the wind blew up even stronger and heavy rain started as we all packed up and went home. It had been just one of those days best forgotten, except for the great turn out of people.

Thanks to all who made the effort to show up on such a dubious day and their contributions made to the cost of running the event. Hopefully the weather will be kinder to us for the next float plane day at Lake Ratapiko and hope to see you all there on the 23<sup>rd</sup> August.



Keith's Seamaster (top) and Justin's Macchi 33

## FREE FLIGHT

By Andrew Robinson.

2<sup>nd</sup> August 2015: A beautiful fine morning with a light wind from the south west and there were some reasonable bits of lift around which got bigger as the morning progressed.

In Hand Launch Glider a time of about 20 seconds seemed the norm until the lift picked up. Andrew Robinson scored a couple of 30 second flights and then a 55 second flight his last flight to win comfortably with 179 seconds. Allan Lawrence had a best flight of 37 seconds to finish 2<sup>nd</sup> on 142 and Alan Reed had two best flights of 23 to get 101 seconds for 3<sup>rd</sup> place.

The Catapult Gliders were scoring better times from their greater height at launch, provided you got the trim right! Otherwise they resembled missiles in a ballistic arc.

Don Robinson had several short 7 second flights before getting the trim right and then maxed in a good bit of air. He ended up with 133 seconds for third place. Alec Fuller also was having similar issues and went from a 1 second flight to a 60 second max the next. That gave him a score of 143 seconds and 2<sup>nd</sup> Place. Andrew Robinson scores 46, 36 & 47 in his last three flights to win with a score of 201 seconds.

It was nice to see Chris & Alison Allen out flying Catapult Glider for the first time with Alec's guidance.

The next Free Flight meeting is on the **6<sup>th</sup> September**.

**RESULTS:** 2<sup>nd</sup> Aug 2015

### Hand Launch

1 <sup>st</sup>	Andrew Robinson	20, 14, 35, 23, 32, 55 = 179 Sec
2 <sup>nd</sup>	Allan Lawrence	20, 21, 13, 25, 26, 37 = 142
3 <sup>rd</sup>	Alan Reed	23, 7, 23, 13, 20, 15 = 101
4 <sup>th</sup>	Don Robinson	18, 12, 4, 12, 15, 23 = 84

## Catapult Launch

1 <sup>st</sup>	Andrew Robinson	20, 32, 20, 46, 36, 47 = 201 Sec
2 <sup>nd</sup>	Alec Fuller	12, 28, 1, 60, 25, 12 = 143
3 <sup>rd</sup>	Don Robinson	7, 7, 20, 7, 60, 32 = 133
4 <sup>th</sup>	Chris Allen	20, 30, 28, 13, 19, 20 = 130
5 <sup>th</sup>	Jo Fuller	27, 10, 29, 16, 12, 15 = 109
6 <sup>th</sup>	Allan Lawrence	17, 10, 18, 21, 28, 12 = 106
7 <sup>th</sup>	Alison Allen	11, 11, 21, 15, 12, 3 = 73



Rob's Spitfire and Steve's Harvard





Harvards Rule! Mike's, Steve's and Allen's, then Mike's and Allen's in the air.



## For the Diary

### **Float Planes**

**Sunday 23rd August**

**Lake Ratapiko**

**BBQ lunch supplied**

**\$10 landing fee to cover lake hire**

### **Club Night**

**7.00pm Friday 11th September**

**Star Gym (Bring & Buy, HLG, etc.)**

**NPMAC Apparel available.**

**Logo on shirts & caps**



The Club has had the logo set up for embroidery with Top Stitch. Orders are now being taken for Polo shirts as above and caps. Call Allen with your order so we can get discounted pricing. Shirts will be in the \$45 to \$50 range and caps are \$25. Call in to Top Stitch to check sizing if required. **Orders to Allen on 067539789 or by email.**

## **New Plymouth Model Aero Club**

**Club Badges for Sale – A once only offer**

**\$5 each**



The badges are metal, 36 mm long and come with attachment safety clip

There are a limited number of badges available so get yours now. Ask Keith Butler, or any committee member, for your badge.

## **COMING EVENTS**

### **Control Line:**

*Note:- Events may change to suit conditions or circumstances. Practice until 2 pm, events start at 2 pm. Contact Andrew Robinson PH 06 754 3224*

### **Free Flight:**

*Start time is 9 am –9.30 am If weather looks bad in the morning ring Andrew Robinson 754 3224 to check. It may be postponed to the following weekend.*

### **Radio Control:**

August	16 <sup>th</sup>	HLG
	23 <sup>rd</sup>	Floatplanes (Lake Rataipiko)
September	6 <sup>th</sup>	ALES 200
	11 <sup>th</sup>	Club Night Star Gym
	13 <sup>th</sup>	Thermal D
	20 <sup>th</sup>	Thermal J

## **Contest Directors**

Thermal & Electric Gliding  
Pylon Racing/Scale

Allen Lawrence  
Rob Whalley

Contact details for these gentlemen are on the inside front cover

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## **‘CONTACT’**

**OFFICIAL NEWSLETTER**

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