

# 'CONTACT'



**NEWSLETTER FROM**

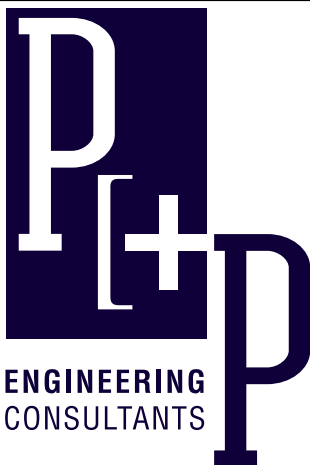
**NEW PLYMOUTH**

**MODEL AERO CLUB**

December 2015

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

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2015 is about to become an image in the rear view mirror. The flurry of summer flying activity will be upon us just as we're recovering from the Christmas and New Year's celebrations. Time to get the latest projects fettled and tested in preparation!

With the numbers attending at the strip getting up, great to see, we just need to keep in mind the need for courtesy and consideration in the pits and on the flight line. Remember to take a turn at flight line direction/observation so that all get a fair share of the flying and follow their directions! They are there to keep the situation safe and enjoyable for all.

With increased numbers also comes the need for a little more structure to avoid unnecessary tension, potential incidents and undesirable outcomes. Expect a bit more on this by way of pilots briefings from time to time, particularly at organised events such as the multi wings day later this month.

The above is in not to be taken as a negative but a positive sign of the health and vitality of the club that is resulting in increased levels of participation and utilisation of our excellent facilities. A few reminders are also included at the end of the bulletin, please note.

Here's hoping that Santa brings you the gifts you desire and may 2016 treat you well. Happy landings and thanks for the great 2015 we've enjoyed!

Cheers,  
Steve B.

Front Cover: Bill Jackson's floatplane over Lake Ratapiko.

## President's Report

December 2015

I have just returned from the Rock or Bust AC/DC concert in Wellington. A massive concert full of Bogans, Black t-shirt wearing Westies and Aged Rockers. Unfortunately Wellington put on a show of its own will Gail force wind and rain which also made its way into the cake tin causing a few technical sound issues throughout the show. However-What an experience!!!!!!

Well another year is coming to a close, School is out and summer is here! Just need this pesky wind to disappear!

An enjoyable days flying and socialising was had recently out at Lake Ratipiko for our Christmas function, with a good number of pilots and family sharing in the fantastic facilities. The lake conditions were fairly good with most aircraft taking to the air during the day in between to odd gusty patch. An excellent BBQ Lunch with the help from Gwen, Lynne and Jenny as well as Jamie who helped cook the BBQ and a wonderful Pavlova supplied by Andy Dodson topped off a great lunch. The Kids were also lucky enough to have a visit from Santa and a lolly scramble. Thanks to all who helped out and made it a great family day!!

Our Glider Theme day on 28<sup>th</sup> November was also a great success, with a wide range of gliders in operation during the day, both electric and tow variety made for a busy morning of flying. Little pockets of lift kept the electric stuff up while Bills Pawnee towed up the larger models. Great to see!!

I must make mention regarding the Control Line club house , following on from our TSB Grant success the club house has been re-clad and is currently in the process of being painted and finished off, Thanks to Andrew, Don and Chris for their hard work thus far on the project. Keith is also working on an operating grant which will see us re-coupe some funds spent on upkeep etc.

I have made contact with Gary Marsh - land owner of the Radio site regarding entry to the quarry area for any retrieval of models. The long and to short of it is as follows - Any aircraft needed to be retrieved from the quarry area, you must first report to the quarry office, this means driving down to the main entrance and approaching the office staff before retrieval. If the office is un-manned you must contact either Garry or his son Russell on their cell numbers posted on the club house door. Under no circumstances is anyone allowed to enter the quarry area without prior arrangement!

I hope you all have a great Christmas break, don't over indulge etc, Hopefully Santa brings boxes full of modelling gear. I look forward to seeing you all out and about over the Christmas break.

Cheers for now and Merry Christmas- over and out- Justin



Glider Day crew earlier this month.

## Floatplanes Lake Ratapiko

6th Dec

Driving out to the lake at around 10.00am the weather looked pretty dubious to say the least, with a few showers encouraging my wind-screen wipers to work a bit harder! However, Justin informed me by phone that he had already stopped at Countdown and had got the sausages etc. for the BBQ, so why was I not at the lake?

As it turned out Ratapiko has a different climate than town, and the day turned out not too bad after all. The early birds did complain though that the weather only turned inclement when John “who me?” Robinson arrived, but that was only speculation. If you picked your time right, the flying conditions were good and the lake wasn't too rough and being the end-of-year BBQ with a possible visit from Santa, the turnout was high with plenty of variety in the flying machine department.

A mixture of foamies, trainers, scale machines and homebuilt specials all took to the air at various times during the day. The only real incidents being Rob's Macchi doing the Gannet dive from altitude and Gary's Skipper doing an involuntary rolling circle at about 15 feet, ejecting it's hatch and splashing down like an intoxicated shag! Both planes will live to fly again though. Trent maidenized his Skipper and promises he'll be back (jets are for kids!) and I learned that Duct Tape is not only cheap and functional, it looks good too...especially if you are drunk, colour blind and have no appreciation what-so-ever of aesthetics! Still, I had plenty of flights with my Duct Tape Special so it can't be all bad.

Lunch was awesome! Thanks to everyone who helped to put it on by the way, lot's food to be had and everyone was replete – even Andy D supplied pudding and Santa went away 4 kilos heavier than when he arrived. Speaking of Santa, he did arrive eventually and dished out presents to those who deserved them, unfortunately all the adults must have been extremely naughty this year, but no-one is saying anything!

We were all tuckered out at around 3pm and most of us began to pack up, which was unfortunate really because the lake calmed down, the wind dropped and the conditions were better than ever. A few stalwarts stayed on though, and flew on for a while longer.

Thanks to Keith once again for the provision of the rescue boat. Thankfully he spent more time giving his Grandies joyrides than actually rescuing downed planes. Overall a successful day's floatplaning once again. The venue is perfect and the turn out shows that it is one of the more successful theme days the club runs. Long may it continue.

Mike P



Mikes Duct Tape special



Ross's Tidewater





The Crew at Ratapiko



Jamie pitting for Rob at Ratapiko





John's machine



Allen's Beaver

# **CONTROL LINE SPRING CHAMPS**

New Plymouth – 24-26<sup>th</sup> Oct 2015.

By Andrew Robinson.

The wind and rain on Friday afternoon and evening made the weekend look a bit marginal but it was fine and calm on all three days and we got through most events. The only issue was the grass circle was a bit soggy underfoot from the rain on Friday night.

Class B Team Race was first up, a couple of good times from Ashley Keeling, 3-39 was his best and a 4-13 from Rod Brown.

Then onto F2C team race with the three world champs teams ready for some good race practice. Three rounds were flown on Saturday and three rounds on Sunday. The first race was full on as the cobwebs were blown away. Glen & Robert did a good 3-27. The second race was even faster with 3-24 by Glen & Robert, 3-29 by Rod & Graeme and 3-35 by Andrew & Brendan. The second race on Sunday was a real close affair with all three teams finishing the 100 laps within 1.2 seconds of each other. It also saw Andrew & Brendan record their best time of 3-31.

F2B and Sportsman Aerobatics were both proceeding along on the grass circle with Jon Allen and Allen Lawrence doing the judging. F2B was won by Kevin Barnes by 240 points from Owen Rogers with Chris Allen third, a further 410 back. Sportsman was won by John Allen with 640 points from Dave Thornley on 516 points.

Classic A Team Race was on the grass circle which was a little soft. Of the six entrant, two couldn't complete a race due to gremlins and breakages. Don Robinson won in 5-08 followed by Graeme Christie in 5-18 and Ashley Keeling with 5-37. No final was run due to getting late in the day.

Classic B Team race followed which was won by Ashley Keeling in 5-17 followed by Dave Wright on 7-43 and Steve Hansen with 81 laps.

Slow Goodyear Team Race was first up on Sunday morning with eight contestants. There was some good racing with only one incident with a broken elevator that resulted in a line tangle and one model was cut off the lines and crashed on the grass circle. Damage was minimal and repairable.

Not every one had a clean run in the first round and there were three penalties in the first race for exceeding the speed limit. The pressure was on in the second round. Graeme Christie, Andrew Robinson and Rod Brown made the final and Bryce Rackley and Brendan Robinson were unlucky to miss out.

The final was won by Graeme in 8-05, Andrew Robinson 2<sup>nd</sup> in 8-26 and Rod was third in 9-03.

F2F/Classic FAI Combined had four contestants, 2 F2F and 2 Classic models. Graeme did a great 3-45 in F2F followed by a 4-22 from Rob Wallace. Rod did 4-40 and Don did 5-08 with their Classic models.

F2A Speed saw a couple of good times posted by Neil Lickfold, the last flight being a New Zealand record of 286.62 km/h

½ A team race had four fliers and was held on Monday morning. It was won by the Robinson's in a good 3-35, Rod was second in 5-10 and Alec completed a race in 7-23.

The day finished off with some Jet flying. Andrew and Brendan had their Fast Jet models and did 187mph and 183mph each respectively.

NASS Sport Jet was won by Brendan Robinson at 147 mph and Ian Thompson and new model just edged out Andrew, 142.8 to 141.9 mph. Andrew was using a Hobby King motor.

Percentage Speed was won by Neil Lickfold with 100.62% followed by Carl Lickfold and Andrew Robinson.

## **RESULTS:**

		----- Saturday -----			-- Sunday -----		
F2C Team Race		Rd 1	Rd2	Rd 3	Rd 4	Rd 5	Rd 6
1st	G. Lewis/R. Bolton	3-27.30	<u>3-24.90</u>	40 Laps	3-36.57	<u>3-32.52</u>	3-38.44
2nd	G. Christie/R. Brown	3-31.03	<u>3-29.13</u>	3-35.52	4-11.19	<u>3-31.32</u>	DNS
3rd	A. Robinson/B. Robinson	3-42.66	3-35.66	<u>3-33.48</u>	4-17.50	<u>3-31.49</u>	3-50.47

Slow Goodyear Team Race		Rd 1	Rd 2	Final
1st	Graeme Christie	4-18.08	<u>3-59.99</u>	8-05.41
2nd	Andrew Robinson	4-17.59	<u>4-06.13</u>	8-26.70
3rd	Rod Brown	25 Laps	<u>4-11.50</u>	9-03.56
4th	Bryce Rackley	5-34.40	<u>4-16.66</u>	
5th	Brendan Robinson	4-42.52	<u>4-21.60</u>	
6th	Alec Fuller	7-40.14	<u>4-47.37</u>	
7th	Ashley Keeling	<u>72 Laps</u>	DQ	
8th	Steve Hansen	<u>37 Laps</u>	DNS	

Classic A Team Race		Rd 1	Final
1st	A. & D. Robinson	<u>5-08.80</u>	5-14.18
2nd	Graeme Christie	5-27.92	<u>5-18.88</u>
3rd	Ashley Keeling	<u>5-37.51</u>	83 Laps
4th	Brendan Robinson	<u>5-56.25</u>	6-01.56
5th	Steve Hansen	<u>63 Laps</u>	---
6th	Rod Brown	<u>44 Laps</u>	---

Classic B Team Race		Rd 1	Rd 2
1st	Ashley Keeling	<u>5-16.65</u>	5-22.79
2nd	Dave Wright	DNS	<u>7-43.88</u>
3rd	Steve Hansen	<u>81 Laps</u>	46 Laps

Open Goodyear not flown due to lack of time.

F2F / Classic FAI Team Race Combined		Rd 1	Rd 2
1st	Graeme Christie	<u>3-45.00</u>	74 Laps
2nd	Rob Wallace	<u>4-22.28</u>	4-39.51
3rd	Rod Brown	5-05.66	<u>4-40.59</u>
4th	Don. Robinson	5-20.66	<u>5-08.59</u>

Class B Team Race		Rd 1	Rd 2
1st	Ashley Keeling	3-48.51	<u>3-39.88</u>
2nd	Rod Brown	<u>4-13.53</u>	43 Laps

½ A Team Race		Rd 1	Rd 2
1st	A. & D. Robinson	3-50.80	<u>3-35.80</u>
2nd	Rod Brown	<u>5-10.24</u>	61 Laps
3rd	Alec Fuller	45 Laps	<u>7-23.51</u>
4th	G. Lewis/R. Bolton	9 Laps	<u>10 Laps</u>

NASS Sport Jet (mph)		Rd 1	Rd 2	Rd 3	km/h
1st	Brendan Robinson	<u>147.72</u>	147.24	---	237.74
2nd	Ian Thompson	<u>142.80</u>	---	---	229.81
3rd	Andrew Robinson	<u>141.90</u>	141.45	---	228.36

Fast Jet (mph)		Rd 1	Rd 2	Rd 3	km/h
1st	Andrew Robinson	183.66	<u>187.66</u>	---	302.01
2nd	Brendan Robinson	183.66	<u>183.96</u>	---	296.05
3rd	Don Robinson	<u>151.76</u>	---	---	244.23

F2A Speed (km/h)		Rd 1	Rd 2	Rd 3	mph
1st	Neil Lickfold	280.16	0.00	<u>286.62</u> *	178.10
2nd	Carl Lickfold	<u>270.47</u>	0.00	258.06	168.06
3rd	Callum Agnew	Attempt	Attempt	---	---

\* = New Zealand Record

Percentage Speed		Class	mph	km/h	Percentage
1st	Neil Lickfold	F2A	178.10	286.62	100.72 %
2nd	Carl Lickfold	F2A	168.06	270.47	95.04
3rd	Andrew Robinson	Jet	187.66	302.01	85.49
4th	Brendan Robinson	Jet	183.96	296.05	83.80
5th	Don Robinson	Jet	151.76	244.23	69.13
6th	Callum Agnew	F2A	---	---	0.00

F2B Aerobatics		Rd 1	Rd 2	Rd 3	Best 2
1st	Kevin Barnes	1985	2209.5	2194	4403.5
2nd	Owen Rogers	2208.5	1955.5	1376	4164
3rd	Chris Allen	1865	1886	1642	3751
4th	Dave Wright	49	1862.5	1857	3719.5
5th	Don Robinson	1765	1754	1680.5	3519
6th	Rob Wallace	1203.5	1398	1455.5	2853.5

Sportsman Aerobatics		Rd 1	Rd 2	Rd 3	Best 2
1st	Jon Allen	282	328	312	640
2nd	Dave Thornley	248	268	241	516

# **Multi-Wing Day**

**Sunday 20th December**

**At the RC Strip**

**Dust of the Biplanes, Triplanes and bring them out for an airing!**

## **REMINDERS**

1. Please keep to the metalled access track leading to the RC strip.
2. If you need access to the quarry to recover a model during operating hours, go back down the access track and enter the quarry through the main gates and report to the quarry office to be given instructions. If outside operating hours, please contact Garry or Russell Marsh on the numbers below to receive instructions. **DO NOT ENTER THE QUARRY WITHOUT PERMISSION HAVING BEEN SOUGHT AND RECEIVED.**
3. Flying is suspended at the RC strip during mowing operations. Normal mowing time is Thursday 10am to 1.30pm but this is weather dependant and may vary.
4. Please pit to the north of the club container and only use the area on the mountain side for pitting if the northern end is full.

<b>Contact Numbers:</b>	<b>Garry Marsh</b>	<b>027 203 6680</b>
	<b>Russell Marsh</b>	<b>027 443 8359</b>

## **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 fol-  
lowing weekend.*

### **Radio Control:**

2015

December 20<sup>th</sup> Multi-Wing Day

2016

January 10<sup>th</sup> ALES 200

January 23<sup>rd</sup>-24<sup>th</sup> Tokoroa Jets

January 30<sup>th</sup>-31<sup>st</sup> Kapiti Rally

February 6<sup>th</sup>-7<sup>th</sup> Warbirds over Awatoto

February 12<sup>th</sup>-14<sup>th</sup> ANZAC Jet Meeting Tokoroa

*Competition events start time is usually 1.00 – 1.30pm.*

## **Contest Directors**

Thermal & Electric Gliding

Allen Lawrence

Pylon Racing/Scale

Justin Whalley

Float Planes

Keith Butler

*Contact details for these gentlemen are on the inside front cover*



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## **‘CONTACT’**

**OFFICIAL NEWSLETTER**

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