

'CONTACT'



NEWSLETTER FROM

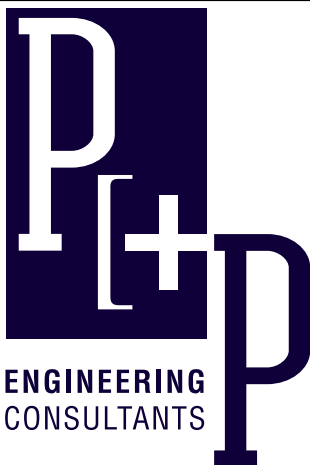
NEW PLYMOUTH

MODEL AERO CLUB

Jan/Feb 2016

New Plymouth Model Aero Club Officials, 2014-2015

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Plant & Platform Consultants Ltd
has kindly donated the printing of this Bulletin.



Welcome to the first Bulletin for 2016!

The year has literally got off to a flying start, excuse the pun, with some great weather being conducive to aerial activity. This has been particularly so for float plane activity having the added bonus of it being a bit cooler, near, on, or in the water, depending on the nature of the “arrival”!

Evidence of the high levels of water activity are contained herein.

Just a reminder that the RC strip flying time is restricted to a self imposed (Club) 8am to 8pm out of courtesy for our nearby residents, notwithstanding any individual permissions sought from or granted by our site’s landlord. Please abide by this.

A couple of club events coming up including an indoor at the TSB Stadium. Please support this in particular as it costs us to hire this excellent facility and we need to ensure that we getting value from it. This only happens if we get the numbers along on the night!

The rally season is still upon us, although one of the big ones that is well supported by New Plymouth members, Warbirds over Awatoto, has been postponed until ANZAC weekend due to poor weather forecast for Waitangi weekend. More time to get the warbirds fettled for it! Expect more reports in future bulletins from the likes of the Tokoroa International Jet Meeting and the Kapiti Rally.

Our AGM is coming up next month so get the thinking caps on and be prepared to come along and have your say on the Club and it’s activities.

Cheers,
Steve B.

Front Cover: In keeping with the water theme; an E-Star AT 802 in Fire Boss form

President's Report

Jan/Feb 2016

Well back to school means back to work for some of us, we have enjoyed a great summer break with pretty good flying weather during the week and at weekends. We have had some great sport flying and social sessions out at the radio site. A couple of adventures to lake Ratipiko for some floatplane flying was great as well.

Club Night Update, I have arranged the next club night to be held at **TATATM Museum** on Kent Road, Friday 18th March from 7.30pm. This is a little different from our usual Star Gym club night and I hope you all support this event. There is a small charge of \$5.00 per person for entry fee which I will collect on arrival. I'm sure you all will enjoy the Museum as it has something for everyone, Aviation, Transport and Technology. I encourage you to bring along your kids and partners etc for a good night out. Tea, Coffee, Juice and Biscuits will be supplied by the club.

News from the R/C site, as most of you have noticed during the summer we have increased activity with Full size including fly overs while we are out there. I must stress- if you are planning to go flying you must arrange a suitable spotter/ caller for you while flying. This can be a family member as long as they can warn you of incoming aircraft. This is a requirement by Model Flying NZ so we must adhere.

We are encouraging all flyers at the Radio site to have a suitable tether for their aircraft while in the starting procedure and all aircraft are to be started in the Pitt area away from the club house and BBQ tables. I suggest a helper if you have a hand launch aircraft for start-up as well.

The next few months are busy ones for some of you with away events during the better weather, ANZAC Jets and Awatoto Warbirds etc. Remember we have our own Brett Cudby Memorial weekend scheduled for 19/20th March at the radio site.

Andrew tells me the Control line club house looks great thanks to the help of Don and Chris as they move attention to the inside with a coat of paint etc- thanks Guys for all the hard work put in!! Sounds like its good enough to move in.

See you all at the next Club night at TATATM- Kent Road-Fri 18th
March -7.30pm

Till next time, Fly safe- over and out- Justin

Free Flight Site

Please be aware that the de Havilland Drive Free Flight site is no longer a registered site of the NPMAC as a result of New Plymouth ATC not offering a dispensation for its use, being within 4km of New Plymouth Airport. The committee is actively seeking a suitable free flight site so if you know of any potential sites please advise a committee member. While it's a shame to see this long standing venue go, it's a sign of the times with the increased attention being given to unmanned aerial vehicles.

Control Line Club House Refurbishment.

Two photos of the refurbished exterior of the C/L Club Rooms.

The majority of the labour for the repairs and painting after the carpenters finished was provided by Jon and Chris Allen, Rod Brown and Don Robinson. Also the old Valve House building left by the Water Treatment plant Contractors, has now been demolished with Andrew Robinson's help and we now have a much less restricted car parking area.





Well done guys, an excellent job that means the control line site will continue to provide excellent service for years to come!, not only for our club members but for the other events we host for control line enthusiasts!

Float planes at Lake Ratapiko

22nd January

Float planes have become a popular event in the club calendar and lake Ratapiko is a great venue for all the family. The lake is open to the public during the Xmas period and for the remainder of the school summer holidays which provides plenty of opportunity to use the lake for flying float planes, minus the club house facilities. Unfortunately, it is also true for anyone else wishing to use the lake for their boating activities and the lake is not usually closed for private parties during this period. So it is a question of taking “pot luck” during these open periods and to ensure that there is no clash of activities with other users at the lake, otherwise we could potentially loose the use of this facility.

In early January, such a “pot luck” excursion was made out to the lake, by the float plane “faithfuls”. This turned out to be unsuccessful as, despite an early start to the day, activities on the lake were in full swing upon our arrival, with jet skis, boats and lakeside campers, etc. Being loaded up with float planes and ready for action and not to be outdone, a detour to Lake Cowley was made on the way back to New Plymouth, with the hope that the surface weed had not returned following the fall and rise in the lake levels over the last few months. Permission had been sought to access the lake from the farmer the day before as a reserve venue. However, this too was a disappointment, and non-starter, due to the weed conditions and so we all trundled home.

Again, with an early start, a second trip was made to Lake Ratapiko on 22nd January, despite a not too promising weather forecast. However, the lake surface was like a mirror, no wind and no-one else there. Justin and myself were first to arrive, followed by Rob, Mike, Gary, John etc. There was plenty of flying done before any other lake users arrived, when flying ceased for a well earned break as a boaty tested out his engine on the lake for about half an hour. After that it was back to more flying.

Although a second boaty arrived with his family, it was agreed that they would restrict their activities on the lake on the far side of the island when flying was in progress. So with common sense and a little co-operation, a great days flying was had by all, well almost. The only major casualty of the day was Mike's duct tape trainer special which came off second best when it took a dislike to the "dreaded" poplar tree.

Keith Butler



Allen Lawrence's Beaver

E-Star AT 802 Fire Boss

Steve B.

Scanning TradeMe last August revealed an E-Star Air Tractor AT 802 kit complete with a brushless motor and speed controller for sale in Dunedin. Having a penchant for Ag planes and also knowing that the AT 802 was the platform for the Fire Boss amphibian that I'd always thought was a great subject, \$100 seemed like a good deal for the basis of a model Fire Boss.

Having a daughter at Otago University proved useful although not cost effective to get payment to the vendor and uplift the kit. Fathers of daughters will understand! The kit was retrieved on my visit South in October and assembly completed over the subsequent couple of months.

The previous owner had assembled the fuselage and made a mould and pulled a couple of single seater canopies, the kit comes with the dual seat canopy! The kit is a very well done laser cut balsa and ply affair, extremely accurate. My only criticisms are that the structure is unnecessarily complex, given that it's only a 1/14th scale and 50" wingspan and some of the wood was a bit hard for the intended purpose; where it was needed to bend over the leading edge of the flaps for example. This wasn't a major and I just replaced these components with softer hand cut material.

Assembly was straight forward as all the parts are numbered; generally interlocked, and there's a full size plan and instructions with photographs to assist.

The primary issue then became the floats for the conversion to a Fire Boss amphibian. After some consideration 5mm Depron was arrived at as the best solution. And having enlarged a pic of the Wipline 10,000 floats to the correct scale, the surfaces as well as a few bulkheads were cut out and the basic structures glued up. Ply hard points were installed for the struts connecting the floats to the fuselage.

The Fire Boss has additional sub fins on the fin and tailplane, so these were also manufactured and the aileron and flap servos were installed inside the wing as opposed to having their tops exposed as per the original kit. The bottom of the tank on the Fire Boss's belly is also a feature that needed to be reflected on the model. This was accomplished by cutting a section off the side of an appropriately sized plastic bottle.

The whole thing was covered in heat shrink film. Testing on the Depron proved the floats would take the heat with care! Trimming was done with hand cut self-adhesive vinyl, and a broken child's umbrella gave up its handle for the turbine exhaust ducts.

The full size runs a 5 blade prop so a compromise with a 3 blade 8x6 Master Airscrew has been made but with its scale like blade profile it looks the part. Fortunately a modified FMS Cessna 3 blade spinner was just right for the job as well!

The performance is excellent on the Turnigy Aerodrive motor on a 3 cell 2200 lipo. I haven't checked the current draw but nothing gets warm and it's using about 500mAh for a 5 minute flight. Full power is only used on take-off and steep climb outs.

The water rudders can be a hassle on float planes. A separate servo and a closed loop system involving conduits through the large rear float struts keep it all nice and neat and effective.

Despite the flying weight being 1.2kg, some 460g heavier than the recommended weight, its wing loading is only 21oz/sqft. At this loading it flies very realistically, like it has some mass! I'm delighted that the little model has captured the character of the full size and it's a great little flyer. Nothing better than a warm summer evening down at the lake with a little ripple on it and faffing around above it with a quiet little floatplane in the fading light!

And yes, Andy and Allen, it's now got a pilot, as well as a bunch more detail including lights! Since the early flights, I've also profiled the bottom of the floats to incorporate the scale chines to keep more water off the model.



Fire Boss getting on the step



Full flap slow fly by



Cleaned up and cruising



The much needed pilot is now in the office!

For the Diary

INDOOR

22nd February at the TSB Stadium.

Kicking off at 7.00pm and catering for free flight and indoor RC models. \$10 landing fee from flyers and gold coin donation from spectators to contribute to venue hire cost.

Dust off the HLG's and Hanger Rats!

REMINDERS

1. Please keep to the metallised 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.

Contact Numbers:	Garry Marsh	027 203 6680
	Russell Marsh	027 443 8359

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:

February	22 nd	Indoor @ TSB Stadium
March	12 th -13 th	Kapiti Rally
	18 th	Club Night Tatatm Museum
	19 th -20 th	Brett Cudby Memorial Rally

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

www.npmac.org.nz

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‘CONTACT’

OFFICIAL NEWSLETTER

NEW PLYMOUTH MODEL AERO CLUB

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