

'CONTACT'



NEWSLETTER FROM

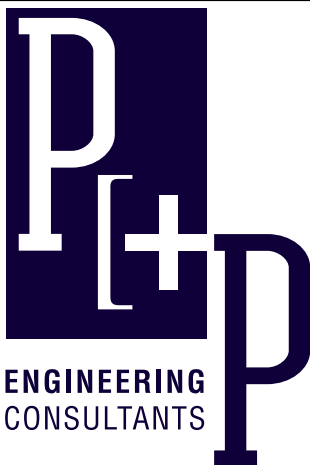
NEW PLYMOUTH

MODEL AERO CLUB

July 2015

New Plymouth Model Aero Club Officials, 2014-2015

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



Winter has definitely developed a bit of bite with a couple of cold southerly blasts discouraging evening activities in the workshop of late! This hasn't proved to much of a deterrent to Trent, however and the second part of his Reaction 45 build appears in this edition.

The three World Models Harvards have now taken to the air following repairs. We're just waiting for the opportunity to get them in the air together. Gary has a new Seagull Models one awaiting assembly, so there's potential for 4 going forward.

Float plane events are scheduled for later this and next month and I noticed a couple changing hands at the last club night in the Star gym so a good turnout could be expected, if the weather cooperates.

I've reconciled the bulletin email list with Keith's list of members so if you have given an email address to Keith you should receive an email with a .pdf copy of this bulletin. If you're still getting a hard copy and can get it by email, please send me your email address (saves the club on postage!)

A list of current financial members along with their wings badge status will be posted at the RC and Control Line sites. Just a reminder of the RC flying site rules, as posted on the site signage; No flying if you don't have your wings badge, unless directly supervised by a club member with a wings badge and no flying if you're not a club member unless you are the guest of a club member who is present.

Cheers,
Steve B.

Front Cover: Resurrected World Models AT 6 (Harvard) with NGH 17 petrol power.

President's Report

July 2015

I'm sure most of you have enjoyed some rather great winter flying, we have been lucky to have had a couple of good weekends and the odd good midweek day for flying of late. Our resident photographer Andy Dodson has snapped some great pics with the snow covered mountain in the background out at the Radio site. I must admit the colder nights have made it harder to get out from in front of the fire and move into the workshop. However during the first week of the holidays I have completed my latest "Seamaster" Floatplane just in time for a trip to Hamilton's Lake D this weekend gone. 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. A report is to come on this soon.

We had a great Club night at the Star Gym recently with plenty of models and gear for sale, most of which sold or traded on. Trent brought along his newly finished Reaction Turbine model which is ready to test fly soon, he has made an excellent job of the model and I'm sure he has learnt a lot along the way. (News flash!! Trent successfully test flew the Reaction on Saturday 11th June)- Well done mate!!

Warbirds at the R/C Site on 28th June saw a hardy dozen R/C fliers take to the skies, mainly WW11 aircraft as the westerly wind came in quite strong mid-morning. We provided a BBQ lunch and at one stage I counted 28 people enjoying the scene. A couple of minor incidents with engine flame out but most of us had a hassle free flying day. We hope to have more of these themed days during the year so keep an eye out for them advertised in the bulletin.

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 winter water flying, we have scheduled meetings at Lake Ratapiko on Sunday 26th July and August 23rd!!!- Great to see you and the whole family out there, a \$10.00 landing fee (to cover the Lake hire) and BBQ Lunch supplied.

Till next time - Over and out - Justin



Trent looking pleased with the fruits of his labour following its successful maiden flight, well done!

INDOOR.

By Andrew Robinson.

Star Gym - TSB Stadium – 3rd July 2015.

An excellent turn out of club members at the Star Gym for the club night, there were plenty of models on display and small stuff to fly.

Hand Launch Glider was a close contest between Allan Lawrence and Andrew Robinson, Allan getting two good 20 second flights but Andrew's best flight of 21.5 seconds with a 19.9 gave him the win by 1.1 seconds. Steve Blackman was third with 16.7 & 17 seconds.

RESULTS:

Indoor H.L.G. (Best 2 of 10)

1 st	Andrew Robinson	19.9 & 21.5 = 41.4
2 nd	Allan Lawrence	20.1 & 20.2 = 40.3
3 rd	Steve Blackman	16.7 & 17.0 = 33.7



Steve's FW 190

Ales 123.

12th July. NDC

This was the first time we had flown these rules using the height limiting switches, and we had to penalize ourselves a little, as the switches we had bought only had three height settings, 100, 150, and 200 metres. As the rules called for a height of 123 metres (400 ft) we used the 100 metre setting.

Steve and I flew this on a freezing cold windy afternoon. Not the best conditions I must say! Trying to get 6 minute flights was impossible, so it was a case of as long as possible and get a good landing. The landing part worked, but the flights were bad! Steve made the longest flight of 3 minutes 53 secs, with my best 2.55. Pathetic! Anyway, the altitude limiting switches worked perfectly, so that was a bonus. Once again Steve beat me, this time by about a minute. Sooner or later!!!

RESULTS:

Steve Blackman 626
Allen Lawrence 565

Hand Launch Thermal

19th July.

At least this day was a little warmer and not too breezy. We decided to keep it simple, and just have an all up, last down comp, with a two minute max. I had the only flight that would have made the 2 minutes, but Steve had already landed so I brought the plane down.

There was no more lift until the last flight, and that still only gave me a 1.30 flight. So after ten throws I finally managed to get one back from Steve! We will have another go with Thermal A next week.

RESULTS:

Allen Lawrence 6 wins
Steve Blackman 4 wins



Warbirds Day group



Rob's Hellcat



Justin's Zero



Mike fires up his Harvard

TRENT'S REACTION 54 BUILD – PART 2

Fibre glassing was something I had always put in the too hard basket. Accurately measuring and mixing resin, making sure not to use too much or too little and getting all sticky didn't appeal to me. I really didn't want to use covering but I still wanted a durable finish so I spent a fair bit of time researching for an alternative.

I didn't really need the strength that epoxy provides so I decided to try water-based polyurethane (aka polycrylic) that a lot of people in the US are using, particularly on foam models. The ease at which the polycrylic went on and that fact that it was water based and therefore easy to clean up was what really sold it for me. It should be equivalent weight-wise to epoxy if not a little lighter and there's no mixing involved, I had to give it a go!

Because polycrylic is 70-80% water I needed to seal the balsa first to stop it soaking up the water and warping. To do this I used a single coat of lacquer based sanding sealer. I gave it a quick sand before laying on the $\frac{3}{4}$ oz glass cloth. Polycrylic is really runny stuff so I didn't bother with any spray adhesives to stop the glass cloth running away. I just used a dry brush to statically charge the cloth which held it in place while I brushed on the poly.



The method of applying glass is much the same as the 'normal' epoxy method. The first coat of poly is brushed on and then I used a squeegee to remove the excess and prevent the glass floating above the balsa. I left the first coat to dry for an hour or so before adding more coats. Because the poly has such high water content and a majority of this all flashes off as it dries, lots of coats are required to fill the weave of the glass. I only used $\frac{3}{4}$ oz cloth so I slapped on two more coats quickly (the time between coats is as little as 30mins on a warm day so this takes no time at all).

At this point I sanded the whole wing with 80 grit to get rid of the brush-marks or raised areas where glass was overlapped. The fourth and final coat is mixed with a low density fairing filler and is brushed on quite thick. The wing was then sanded with 180 grit prior to being sprayed with filler primer. Any high spots that show up after sanding the primer are then filled with spot putty. The wing is then primed again ready for the top coat. After the final layer of primer was sprayed the whole plane was sanded with 400 grit ready for the top coat.





I made plenty of mistakes trying to figure out how to use a HVLV spray gun so I didn't take a lot of photos during the paint job. The Resene test pots needed thinning quite a lot more than I was expecting and I found that without filtering the paint I was having to stop part way through spraying large areas such as the wing to clear the nozzle. Once I had these two things sorted the rest of the job was a doddle. The photo below is the result of the many hours I spent masking and spraying. There are a few spots where the paint bled under the masking tape which I plan to touch up with a black paint marker which should make the colours pop a bit more too, not that they need it.

In the end I used around a dozen Resene testpots (six different colours) to complete the whole plane. The Spray gun I used was just touch-up spray gun from Supercheap Auto so nothing too flash, but a decent sized compressor is a must. I have noticed a lot of dirty marks showing up so I will probably clear coat it with the left over polyacrylic.



There were suggestions on the forums that the glassed models were on average 3lbs heavier than their Monokoted rivals. The total weight gain due to the glass and paint came out to be about 700g. The final weight minus fuel came out to be 8 kg which is just over the design weight so overall I'm really happy.

I have since finished installing all of the electric, pneumatic and fuel systems, and programmed the transmitter so it is now ready to fly as soon as the weather clears up for long enough to get a flight in.

FREE FLIGHT

By Andrew Robinson.

21st June 15: A remarkably fine morning after all the rain the previous day but there was not much lift about and you were lucky to find it. The wind was light from the south.

In Hand Launch Glider the best flight of the day was 39 from Allan Lawrence and he won with 150 seconds, Second place went to Alan Reed on 97 and a best flight of 29 and third was Andrew Robinson with 93 and a best flight of 26 seconds.

The Catapult Gliders were not much more successful in finding the lift with only a couple of good flights. Meg Mackenzie got a great bit of lift for the best flight of the day of 45 seconds and she won with a score of 147 seconds. Don Robinson was 2nd on 114 and a best flight of 35 and Andrew Robinson was third with 82 and a best flight of 22 seconds, just pipping Allan by one second.

12th July 15: A nice fine morning, the wind was from the south east and there were some reasonable bits of lift around.

Hand Launch Glider times were ranging between 20 & 30 seconds then Allan Lawrence produced a 40 second flight and then a 60 second max on his last flight to win comfortably with 182 seconds. Alan Reed had a good set of scores for 153 seconds and a best flight of 35 followed by Andrew Robinson with 119 and a best flight of 25 seconds.

The Catapult Gliders were scoring higher, Andrew got a max on his third flight and with a 42 second flight also won with a score of 191 seconds. Don Robinson was 2nd on 159 and a best flight of 35 and Jo Fuller was third with 135 and a best flight of 47 seconds to be 5 seconds ahead of Alec.

The next Free Flight meeting is on the **2nd August**.

RESULTS: 21st June 2015

Hand Launch

1 st	Allan Lawrence	17, 39, 19, 35, 24, 16 = 154 Sec
2 nd	Alan Reed	17, 27, 10, 17, 16, 10 = 97
3 rd	Andrew Robinson	18, 14, 11, 11, 26, 13 = 93
4 th	Don Robinson	14, 14, 17, 2, 5, 16 = 68

Catapult Launch

1 st	Meg Mackenzie	31, 15, 15, 45, 24, 17 = 147 Sec
2 nd	Don Robinson	11, 24, 35, 10, 13, 21 = 114
3 rd	Andrew Robinson	22, 10, 13, 14, 10, 13 = 82
4 th	Allan Lawrence	12, 14, 12, 16, 11, 16 = 81

RESULTS: 12th July 15

Hand Launch

1 st	Allan Lawrence	20, 16, 27, 40, 19, 60 = 182 Sec
2 nd	Alan Reed	35, 25, 20, 27, 29, 17 = 154
3 rd	Andrew Robinson	21, 18, 15, 15, 25, 25 = 119
4 th	Don Robinson	14, 18, 20, 16, 27, 19 = 114
5 th	Rod Brown	23, 10, 11, 20, 23, 16 = 103

Catapult Launch

1 st	Andrew Robinson	22, 20, 60, 25, 22, 42 = 191 Sec
2 nd	Don Robinson	25, 22, 32, 35, 17, 28 = 159
3 rd	Jo Fuller	12, 15, 24, 21, 47, 16 = 135
4 th	Alec Fuller	15, 17, 13, 35, 17, 33 = 130
5 th	Meg Mackenzie	17, 34, 20, 12, 27, 16 = 126
6 th	Allan Lawrence	30, 21, 11, 13, 17, 26 = 118

NPMAC RC Flying Calendar 2015-16

2015

May		Thermal B	NDC
June	7 th	Thermal A	NDC
	14 ^h	Glider towing	
	28 th	Warbirds	
July	5 th	Ales 123	NDC
	12 th	HLG	
	19 th	Thermal A	NDC
Aug	2 nd	Thermal B	NDC
	16 th	HLG	
Sept	6 th	ALES 200	NDC
	13 rd	Thermal D	NDC
	20 th	Thermal J	NDC
Oct	4 th	ALES 123	NDC
	17 th -18th	HLG	Visit from outside flyers.
Nov	8 th	Thermal J	NDC
	22 nd	ALES 200	NDC
Dec	13 th	XMAS BBQ	

2016

Jan	10th	Ales 200	
Feb		Awatoto Warbirds	
		ANZAC Jets	Tokoroa
		Thermal	
March	13 th	ALES 200	
	19 th -20 th	Brett Anniversary	Fly In
April		ALES 200	NDC
		Thermal D	NDC
		Thermal B	NDC

Float Planes
Sunday 26th July
Lake Ratapiko
BBQ lunch supplied
\$10 landing fee to cover lake hire

If you can't make this one you have another opportunity next month as we have another event scheduled at Ratapiko on Sunday 23rd August.

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:

July	19 th	Thermal A NDC
	26 th	Floatplanes (Lake Ratapiko)
August	2 nd	Thermal B
	16 th	HLG
	23 rd	Floatplanes (Lake Ratapiko)

Contest Directors

Thermal & Electric Gliding
Pylon Racing/Scale

Allen Lawrence
Rob Whalley

Contact details for these gentlemen are on the inside front cover

www.npmac.org.nz

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‘CONTACT’

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