

'CONTACT'



NEWSLETTER FROM

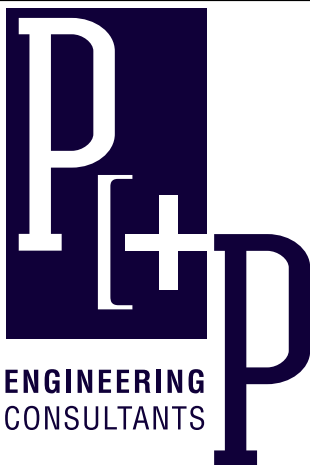
NEW PLYMOUTH

MODEL AERO CLUB

June 2015

New Plymouth Model Aero Club Officials, 2014-2015

| Club Patron | NPDC Councilor | Harry Duynhoven | |
|----------------------|-----------------------|------------------------|-----------------------------|
| President | Justin Whalley | 7511442 | noveandjustin@clear.net.nz |
| Secretary/Treasurer | Keith Butler | 7513087 | keithbutler@xtra.co.nz |
| Recording Officer | Andrew Robinson | 7543224 | a_robinson_nz@hotmail.com |
| R/C Steward | Mike Pillette | 7527059 | mikelynn@xtra.co.nz |
| Free Flight Steward | Andrew Robinson | 7543224 | a_robinson_nz@hotmail.com |
| Control Line Steward | Andrew Robinson | 7543224 | a_robinson_nz@hotmail.com |
| Bulletin Editor | Steve Blackman | 752 0199 | shb@xtra.co.nz |
| Committee Members | Andrew Law | 7520125 | liz.and@xtra.co.nz |
| | Trent Lochhead | 0277528295 | trentlochhead@gmail.com |
| | Allen Lawrence | 7539787 | littlegables@clear.net.nz |
| | Gary Pool | 0276015808 | dalgary@xtra.co.nz |
| | John Robinson | 7533636 | johnandsandranz@hotmail.com |



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P.O Box 660
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New Zealand
Ph. +64 6 759 2199
Fax. +64 6 759 1139
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has kindly donated the printing of this Bulletin.



Some great spells of weather between the winter blasts have meant the retired brigade and those with “flexible “ working hours have enjoyed some excellent flying during the week, even if the weekends haven’t necessarily cooperated weather wise.

Great to see Ollie’s new ESM Corsair take to the air for a perfect maiden flight recently. Looks just the part and will be fun chasing him round with the FW 190 stable mate at the Club’s Warbirds weekend on the 28th of June.

Some recent time devoted to workshop activities by myself and Allen has seen a couple of damaged second hand Worlds Models Harvards repaired and in the air. Allen’s with a 20cc petrol, and mine with an NGH 17. Much to our delight they perform extremely well and with Mike’s also now repaired we are looking forward to getting all three in the air together!

A bit of a common theme on some of the lower cost petrol motors to watch for. I’ve had two engines, an FTL –100 twin and a Turnigy 52 single where the bearings have been pressed so tightly in the crankcases that they’ve been binding. In the FTL it resulted in the rear bearing cage failing. I stripped the 52 before running it, relieved the crankcases and fitted new bearings and crankcase seal. I know that Allen has had the same experience on a 26cc engine. If you get an engine that’s hard to turn over or doesn’t turn over smoothly, I’d recommend stripping and checking for this.

Hope to catch you at the club night or the strip soon!

Cheers,
Steve B.

Front Cover: NZ made Mossie!

President's Report

June 2015

Talking recently with Keith our new Secretary/ Treasurer we have reached 50 paid members- great stuff everyone and thanks Keith for the chasing up!

Our recent Club night out at the Cobb was very well attended and an all-round good night out. It was great that Harry and Margaret Dynhoven could join us for the evening, I'm sure Harry is keen to come out to one of our sites some time to experience what we do as he is an engine enthusiast himself. Thanks to all who attended and to Andrew who sorted out the Prize giving side of the night.

Just an update on the Control line site Grant/Sponsorship for the club house re-cladding and sealed circle maintenance. We have received some very healthy donations by a variety of modellers who use the site to go towards the work to be done which is fantastic. Keith is also working on a TSB grant application for the remainder of the funds needed- A big thanks from me to all who have donated and to Keith for the work done thus far.

We have a couple of things coming up, A Club night at the Star Gym on Friday 3rd July from 7.30pm - with a bring and buy, talk on new projects and flying with r/c helis and free flight models.

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 out there, a \$10.00 landing fee (to cover the hireage) and BBQ Lunch supplied.

Till next time

- Over and out - Justin

Thermal B

31st May

by Allen Lawrence

Steve and I managed to fit this in at the end of the last day of the allowable month. This is called leaving it till the last moment! Anyway, the day cleared up nicely after lunch and when the sport fliers had had enough, we set up the winch into a nice northerly and got underway.

The first two rounds were ok, and we both maxed, but the breeze then went right round to the south! This put pressure on, as getting high launches was pretty hard launching down wind, but we both did max again, mainly through good landings, as times were only about four minutes.

For the fly-off the rules are much harder. The max is ten minutes so the score to get is 200 points, instead of 120. Steve got a little puff of cross wind and got a good launch, but I missed it and had to be content with a 20 point loss. The air by now was very cold, so we were lucky to get the scores we did.

Hopefully Mike and Bill will be around to fly Class A in June.

RESULTS:

| | | | | | | |
|----------------|-----|-----|-----|-----|---|-----|
| Steve Blackman | 120 | 120 | 120 | 150 | = | 510 |
|----------------|-----|-----|-----|-----|---|-----|

| | | | | | | |
|----------------|-----|-----|-----|-----|---|-----|
| Allen Lawrence | 120 | 120 | 120 | 130 | = | 490 |
|----------------|-----|-----|-----|-----|---|-----|

Control Line Grass Racing - Mercer 7th June 2015.

By Brian Howser & Andrew Robinson.

This was the last grass racing at Mercer for the season and I think it has been a great success. A great day with only three short drizzly showers of rain with lots of racing. We were missing Graeme Christie, Rod Brown and Chris Allen. Andrew did his usual job of working out who could fly against whom and would we still have enough people to time keep. And yep it all worked out well.

Classic 'A' team race was first up with 6 entries and no speed limits were broken this time. Steve Hansen had a wee bit of trouble trying to start his Super Tigre, goes much better when you use Diesel fuel instead of Glow fuel!! Bob Reynolds Ridley Oliver powered model was going well and he qualified for his first Classic A final.

The final was going well until Bob's cowl mounting came loose, Ashley Keeling had a couple of poor restarts so Don Robinson won.

Class 'B' team race for 5cc engines had 5 entries. Steve did an almost perfect first heat of 5-02.3 but broke the time limit in the second round and was penalised 20 seconds. Dave Wright finished a race this time with a different motor. Ashley did a good time in round one of 5-12.

They had modified the tarmac undercarriage to an extended and forward leg with a big wheel for grass on one of Ashley's Class B Super Tigre models. It's not that fast for conventional B but was just fine for Classic B. By using only 10% Nitro and 10% IPA the speed and laps were acceptable and gave him a legal time. A broken solder joint on the filler valve stopped him putting in a second time or participating in the final so Bob in fourth place was promoted into the final.

Unfortunately Andrew caught the lines on John Ryan's head when John was landing and Steve's ETA 29 model was somewhat damaged, like no bottom fuselage left. So John, won, Bob was second and Steve third.

Slow Goodyear team race also had 5 entries with pilots and pitmen all helping one another. There were no racing incidents and everyone completed two races each, it was all just bloody good racing. Bryce Rackley had two good times, Ashley broke the 4 minute mark and Andrew was third Qualifier ahead of Steve and Bob.

The Final was a real cracker with 5 seconds between 1st and 2nd then another 30 seconds back to 3rd. It would have been even closer but for an abrupt last landing for Andrew. Bryce was the winner with Ashley second.

At the end of the day Andrew had some certificates and prizes to hand out for the class winners of the racing series, then it was home time, I think we left the field around 5 o'clock. Thanks to Bob for organising the mowing again.

RESULTS:

| Classic A Team Race | Rd 1 | Rd 2 | Final |
|--------------------------------|----------------|----------------|----------|
| 1 st Don Robinson | 5-12.28 | <u>5-02.06</u> | 10-40.32 |
| 2 nd Ashley Keeling | 6-24.00 | <u>5-43.06</u> | 14-28.22 |
| 3 rd Bob Reynolds | 5-42.65 | <u>5-31.31</u> | 108 Laps |
| 4 th John Ryan | <u>5-55.77</u> | 6-12.72 | |
| 5 th Bryce Rackley | <u>76 Laps</u> | DNS | |
| 6 th Steve Hansen | <u>DNS</u> | DNS | |

| Classic B Team Race | Rd 1 | Rd 2 | Final |
|--------------------------------|----------------|----------------|----------|
| 1 st John Ryan | <u>5-17.62</u> | 5-26.69 | 13-30.34 |
| 2 nd Bob Reynolds | <u>6-31.69</u> | 6-56.24 | 15-16.81 |
| 3 rd Steve Hansen | <u>5-02.31</u> | 5-20.20 * | 139 Laps |
| 4 th Ashley Keeling | <u>5-12.56</u> | DNS | DNS |
| 5 th Dave Wright | 10-03.66 | <u>7-00.18</u> | |

* = Corrected time

| Slow Goodyear Team Race | Rd 1 | Rd 2 | Final |
|---------------------------------|----------------|----------------|---------|
| 1 st Bryce Rackley | 4-20.82 | <u>4-16.66</u> | 8-33.37 |
| 2 nd Ashley Keeling | <u>3-57.43</u> | 4-04.44 | 8-38.88 |
| 3 rd Andrew Robinson | 4-35.99 | <u>4-25.69</u> | 9-13.16 |
| 4 th Steve Hansen | <u>4-39.47</u> | 5-13.13 | |
| 5 th Bob Reynolds | 5-42.04 | <u>4-57.95</u> | |

NPMAC END OF YEAR RESULTS 2014-15

C/L ½A Team Race

| | | |
|-----------------|-------------|----|
| 1 st | A. Robinson | 13 |
| 2 nd | B. Robinson | 10 |
| 3 rd | R. Bolton | 7 |
| 4 th | A. Fuller | 6 |

C/L FAI T/R (Combined)

| | | |
|-------------------|-------------|----|
| 1 st | R. Brown | 48 |
| 2 nd | D. Robinson | 46 |
| 3 rd | A. Robinson | 31 |
| 4 th = | B. Robinson | 25 |
| 4 th = | B. Howser | 25 |
| 6 th | R. Bolton | 12 |

C/L Slow Goodyear Team Race

| | | |
|-----------------|-------------|----|
| 1 st | A. Robinson | 89 |
| 2 nd | B. Howser | 67 |
| 3 rd | B. Robinson | 65 |
| 4 th | R. Brown | 63 |
| 5 th | R. Bolton | 15 |
| 6 th | A. Fuller | 10 |

C/L Fast Goodyear Team Race

| | | |
|-----------------|-------------|----|
| 1 st | R. Brown | 31 |
| 2 nd | B. Howser | 22 |
| 3 rd | R. Bolton | 14 |
| 4 th | A. Robinson | 8 |

C/L F2B Aerobatics

| | | |
|-----------------|-------------|----|
| 1 st | D. Robinson | 36 |
| 2 nd | C. Allen | 25 |
| 3 rd | D. Bolton | 6 |

C/L Sport Jet Speed

| | | |
|-----------------|-------------|----|
| 1 st | A. Robinson | 30 |
| 2 nd | D. Robinson | 24 |
| 3 rd | B. Robinson | 22 |
| 4 th | R. Bolton | 12 |
| 5 th | B. Howser | 6 |
| 6 th | A. Fuller | 5 |

C/L Fast Jet Speed

| | | |
|-----------------|-------------|----|
| 1 st | A. Robinson | 33 |
| 2 nd | B. Robinson | 29 |
| 3 rd | D. Robinson | 24 |
| 4 th | A. Fuller | 12 |

C/L Class B Team Race

| | | |
|-----------------|-----------|----|
| 1 st | R. Brown | 12 |
| 2 nd | B. Howser | 5 |

C/L Classic 'A' Team Race

| | | |
|-----------------|-------------|----|
| 1 st | D. Robinson | 55 |
| 2 nd | B. Howser | 46 |
| 3 rd | R. Brown | 27 |
| 4 th | B. Robinson | 17 |
| 5 th | A. Fuller | 5 |

C/L Classic 'B' Team Race

| | | |
|-----------------|-----------|----|
| 1 st | B. Howser | 10 |
|-----------------|-----------|----|

F/F Hand Launch Glider

| | | |
|-----------------|-------------|------|
| 1 st | A. Lawrence | 73.5 |
| 2 nd | A. Robinson | 70.5 |
| 3 rd | A. Reed | 59.5 |
| 4 th | D. Robinson | 52 |
| 5 th | A. Fuller | 49.5 |
| 6 th | R. Brown | 5 |

F/F Catapult Launch Glider

| | | |
|-----------------|-------------|----|
| 1 st | D. Robinson | 45 |
| 2 nd | A. Lawrence | 25 |
| 3 rd | J. Fuller | 21 |
| 4 th | A. Fuller | 20 |
| 5 th | A. Robinson | 7 |

F/F Discus Launch Glider

| | | |
|-----------------|-------------|----|
| 1 st | R. Brown | 38 |
| 2 nd | A. Lawrence | 37 |

Indoor Hand Launch Glider

| | | |
|-------------------|-----------------|----|
| 1 st | A. Lawrence | 37 |
| 2 nd | R. Brown | 31 |
| 3 rd | A. Robinson | 27 |
| 4 th | A. Fuller | 15 |
| 5 th | L. Krook | 9 |
| 6 th | Ju. Whalley | 8 |
| 7 th = | Ja. Whalley (j) | 7 |
| 7 th = | S. Blackman | 7 |
| 9 th = | A. Reed | 6 |
| 9 th = | R. Whalley | 6 |
| 11 th | D. Bull | 5 |

Indoor Hanger Rat

| | | |
|-----------------|-------------|----|
| 1 st | A. Lawrence | 14 |
| 2 nd | S. Blackman | 12 |
| 3 rd | A. Reed | 10 |

R/C Thermal Soaring (Combined)

| | | |
|-----------------|-------------|----|
| 1 st | S. Blackman | 14 |
| 2 nd | A. Lawrence | 11 |
| 3 rd | R. Brown | 8 |
| 4 th | W. Jackson | 6 |
| 5 th | A. Law | 5 |

R/C Electric 7x7 Glider

| | | |
|-----------------|-------------|----|
| 1 st | S. Blackman | 12 |
| 2 nd | A. Lawrence | 11 |
| 3 rd | W. Jackson | 6 |

The Baron Trophy

| | | |
|-----------------|-------------|---|
| 1 st | S. Blackman | 3 |
|-----------------|-------------|---|

Control Line Champion

| | | |
|-----------------|-------------|------------------|
| 1 st | R. Brown | (+ 3 NZ Rec) 331 |
| 2 nd | A. Robinson | 204 |
| 3 rd | D. Robinson | 185 |
| 4 th | B. Howser | 176 |
| 5 th | B. Robinson | 168 |
| 6 th | R. Bolton | 60 |
| 7 th | A. Fuller | 36 |
| 8 th | C. Allen | 25 |
| 9 th | D. Bolton | 6 |

Free Flight Champion

| | | |
|--------------------|-------------|-------|
| 1 st | A. Lawrence | 133.5 |
| 2 nd | D. Robinson | 97 |
| 3 rd | A. Robinson | 77.5 |
| 4 th | A. Fuller | 69.5 |
| 5 th | A. Reed | 59.5 |
| 6 th | R. Brown | 43 |
| 7 th | J. Fuller | 21 |
| 17 th = | R. Bolton | 6 |
| 19 th = | D. Bull | 5 |

Indoor Champion

| | | |
|------------------|-----------------|----|
| 1 st | A. Lawrence | 51 |
| 2 nd | R. Brown | 31 |
| 3 rd | A. Robinson | 27 |
| 4 th | S. Blackman | 19 |
| 5 th | A. Reed | 16 |
| 6 th | A. Fuller | 15 |
| 7 th | L. Krook | 9 |
| 8 th | Ju. Whalley | 8 |
| 9 th | Ja. Whalley (j) | 7 |
| 10 th | R. Whalley | 6 |
| 11 th | D. Bull | 5 |

Radio Control Champion

| | | |
|-----------------|-------------|----|
| 1 st | S. Blackman | 26 |
| 2 nd | A. Lawrence | 22 |
| 3 rd | W. Jackson | 12 |
| 4 th | R. Brown | 8 |
| 5 th | A. Law | 5 |

JUNIOR CHAMPION

| | | |
|-----------------|---------------|---|
| 1 st | Jamie Whalley | 7 |
|-----------------|---------------|---|

CHAMPION OF CHAMPIONS

| | | |
|--------------------|-----------------|-------|
| 1 st | R. Brown | 413 |
| 2 nd | A. Robinson | 308.5 |
| 3 rd | D. Robinson | 282 |
| 4 th | A. Lawrence | 208.5 |
| 5 th | B. Howser | 176 |
| 6 th | B. Robinson | 168 |
| 7 th | A. Fuller | 120.5 |
| 8 th | A. Reed | 75.5 |
| 9 th | R. Bolton | 60 |
| 10 th | S. Blackman | 45 |
| 11 th | C. Allen | 25 |
| 12 th | J. Fuller | 21 |
| 13 th | W. Jackson | 12 |
| 14 th | L. Krook | 9 |
| 15 th | Ju. Whalley | 8 |
| 16 th | Ja. Whalley (j) | 7 |
| 17 th = | R. Whalley | 6 |

Trent's Reaction 54 Build – Part 1

My Reaction 54 kit arrived in early March 2015 from the US packed very tightly into this little box. The kit set me back about \$600 USD including shipping which seems to be about the cheapest turbine trainer that money can buy these days. Most of the parts are already cut out or require very little work. Also included is all of the hardware, full scale plans, and an extremely comprehensive instruction book designed for people like me with very little building experience.



After a week of studying the instruction manual I dived into the build, starting with the wing halves. The glue of choice is either CA or aliphatic PVA for a majority of the build with 30min epoxy used for the retract mounts and wing joints. The wings go together quick as a flash. All the ribs come cut out and the spars fit into the pre-cut slots like a glove. Somehow I managed to make my way through both wings without gluing my fingers to either the plane or myself, which I felt was quite the achievement. The white tubes in the picture below are actually rolled up paper for the servo extensions and pneumatic lines.



The LE sheeting put up a bit of a fight and at this point in the build I learnt a valuable lesson about using CA on parts that need to be sanded, next time I'll be reaching for the yellow glue instead. Two sets of pine spars form the back bone of the wing and two 6.5mm thick ply dihedral braces join the wings together. The retract mounts look like should be able to put up with the abuse of a heavy model on a grass strip so fingers crossed they do just that.



I used an old door as a building board which I thought was going to be more than big enough up until this point in the build... This wing dwarfs every other model in my workshop as well as my car!



The fuselage is a fairly boxy structure and it goes together with relative ease. The ply formers are pre-cut and form a sturdy box which will house the nearly 2L fuel tank. The rest of the fuselage is essentially built around this box. The stacked block of wood under the nose hopefully prevents the fuselage bowing more on one side than the other while the glue dries. The fuselage build is a piece of cake and is more or less over within the week.



Time for the first mock up. According to the instructions it is now acceptable to tape on the wings and tail plane and make jet noises!



To add ducts or not to add ducts?? Although not part of the stock model I really liked how the cardboard mock-up ducting looked. I procrastinated about adding ducting for the good part of a week before chickening out. Maybe in the future I will add them on but for now I have decided to keep the airframe unmodified.



Overall the build has been really enjoyable experience. The build from start to finish took me around 2 months spending a few hours a day working away in the garage. The most nerve racking part was probably drilling the holes in the LE of the wing.

I expect the fibre-glassing and general finishing of the model to take another 2 months all things going to plan. Not only is this the second balsa model I have ever built, but it is the first time I have used fibre-glass. My experience with fibre-glassing using water-based polyurethane instead of the usual two part finishing epoxy will be covered in next month's bulletin.

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 |

For the Diary

NPMAC Subs

Subs are now overdue.

| | | |
|------------------|----------|--------------|
| Family | - | \$180 |
| Senior | - | \$170 |
| Junior | - | \$65 |
| Associate | - | \$80 |

Please get you payments to Keith Butler directly or at P.O. Box 574, New Plymouth Mail Centre 4340, or pay directly to the club's TSB account, with your name as the reference,

Account no. 15 3942 0000964 00

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:

| | | |
|------|------------------|-----------------------------|
| June | 28 th | Warbirds |
| July | 3 rd | Indoor (Star Gym) |
| | 5 th | Ales 123 NDC |
| | 12 th | HLG |
| | 19 th | Thermal A NDC |
| | 26 th | Floatplanes (Lake Ratapiko) |

Contest Directors

| | |
|----------------------------|----------------|
| Thermal & Electric Gliding | Allen Lawrence |
| Pylon Racing/Scale | Rob Whalley |

Contact details for these gentlemen are on the inside front cover

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