

'CONTACT'



NEWSLETTER FROM

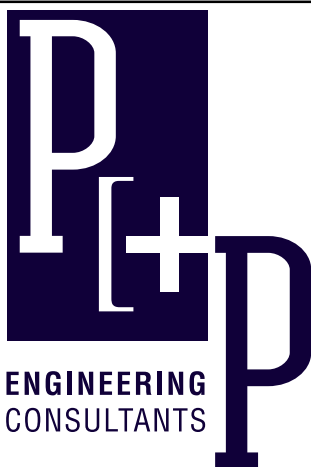
NEW PLYMOUTH

MODEL AERO CLUB

May 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.



Despite the onset of the cooler weather there's still been a reasonable level of flying activity both at the club fields and at away events.

A number of club members travelled to Matamata for the MANZ rally at the beginning of May and enjoyed two full days of flying in good conditions. A great turnout with in excess of 40 large models registered.

As you will see from the reports in this bulletin, the control line folks have been pretty busy as well! The Mercer facilities seem to be getting a fair bit of use.

Rob enjoyed a bit of float plane activity with the Hamilton club on the 18th May and there was jet flying at Tokoroa that day as well, although I don't believe anyone from New Plymouth attended. The Lake facility that Hamilton use, a flooded ex mine site near Huntly, looks brilliant from the pic's that Grant Finlay sent through. I'm sure Rob will be happy to elaborate for anyone that's interested.

Just a caution to keep a careful watch those Lipo's and do not leave them unattended while charging. Another incident has been recently reported by Ron Wilson on the Jetlist, this on top of recent incident highlighted in the Hamilton Bulletin.

It's Club Prize Giving Dinner time again so be sure to plan for an evening out on Friday the 5th June. It's at Cobb and Co again this year and kicking off at 7.00pm. See advert later in this Bulletin.

Catch you then or at the strip if the weather cooperates!

Cheers,
Steve B.

Front Cover: Rob getting in to the swing of this retirement thing!

President's Report

May 2015

Looks like winter is here! Time to get those unfinished projects out from under the work benches and rafters and get stuck in, I have plenty to keep me busy on wet days as I'm sure most of you have. I forgot to mention in my last month's report that Rob Whalley has joined those lucky ones amongst the club who are retired and can go flying any day of the week he chooses!!!! After 30 years at WHITT you deserve a good retirement Rob- enjoy the full time aero modelling.

I suggested at the last committee meeting that we have a club night out at the T.A.T.A.M Transport Museum on Kent Road some time, I have made inquiries regarding this and they are fine to host a group of us through the facility, however I think it may be better suited later in the year when it warms up at night so look out for the club night date to be published- could be a good night out!!

News out at the Radio site of late includes Len Krook and Alan Pulson both completing their wings badges - Good one Guys! The airstrips are looking great thanks to Keith and John's ground work.

A kindly reminder if you are the last to leave the Radio site- Please insure the club house is locked and gear is put away, we are all responsible to keep the facility secure. As most of you who frequent the radio site know we have a very social side to the club and are frequently having BBQ Lunches during the weekends at the radio site, I would like to point out these are not club funded BBQS but are funded by a few generous members, we do not expect donations for the lunches but once in a while supplying of sausages, bread and onions would be most appreciated by those of you who regularly enjoy a sausage or two.

As Club subscriptions are now due please if you have not yet done so, pass payment onto one of the committee, Keith or myself ASAP- No sub- no Fly!!

Well that's all for me now-I hope we are in for a dry and warm winter.

See you out at the Radio site again soon.

Justin



Grant Finlay and Steve Blackman with their Agwagons



Recent Hamilton Club Float plane meeting

FREE FLIGHT

10th May 15:

By Andrew Robinson.

A fine morning with some patches of lift that seemed to get larger later in the morning. The wind was drifting from the southwest but wasn't very strong.

In Hand Launch Glider the best flight of the day was 42 from Allan Lawrence and he won with 139 seconds, Second place went to Andrew Robinson with a best flight of 32 seconds with Don Robinson in third place followed by Alan Reed.

The Catapult Gliders had more success with the lift, both Alec Fuller and Andrew scoring 60 second maxes. Alec scored another one on his last flight and together with a 48 second flight he won by a large margin from Andrew, 234 seconds to 165. Allan just piped Don for third place, 149 to 145.

Lastly Allan put up six flights with his Tip launch glider, just missing a max by 1 second when it DT'ed at 58 seconds and it was only 10 feet from the ground. His final total was 181 seconds.

The next Free Flight meeting is on the **14th June**.

RESULTS:

Hand Launch

1 st	Allan Lawrence	25, 16, 15, 18, 42, 23 = 139 Sec
2 nd	Andrew Robinson	13, 19, 18, 21, 32, 26 = 129
3 rd	Don Robinson	13, 23, 20, 4, 19, 16 = 95
4 th	Alan Reed	3, 17, 15, 32, 4, 21 = 92

Catapult Launch

1 st	Alec Fuller	60, 17, 26, 48, 23, 60 = 234 Sec
2 nd	Andrew Robinson	24, 60, 22, 27, 10, 22 = 165
3 rd	Allan Lawrence	14, 30, 25, 28, 20, 32 = 149
4 th	Don Robinson	10, 33, 18, 31, 29, 24 = 145

Tip Launch

1 st	Allan Lawrence	22, 44, 59, 22, 13, 21 = 181 Sec
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Control Line Grass Racing - Mercer

22nd March 2015.

By Andrew Robinson.

The weather was fine and calm, just what we needed for a great days racing. The field at Mercer had been mown the day before and was in good condition. Entries were a little down from previous contests but still the competition was keen.

Classic A Team Race had 3 entries but only 2 pilots so we had to have 2 up races. The final was only 2 up for the same reason and it was won by Don Robinson over Ashley Keeling.

Classic B had 1 entry, Steve Hansen, so a solo heat was flown with his ETA 29. With only one pit stop this produced a great time of 4-39.65, well under the 5 minute time limit so it was corrected to 5-21.35.

Slow Goodyear was the last event and had 7 entries. The first heat resulted in a DQ and a couple of reruns but there were no further incidents from then on. Andrew Robinson set the fastest time of 4-03, next best was Bryce Rackley at 4-20. However the third qualifying spot to make the final was very close with just 9 seconds separating Steve Hansen, Ashley Keeling and Brendan Robinson. Ashley Keeling made it was 4-39. The final was comfortably won by Andrew, Bryce was second and Ashley third.

RESULTS:

Classic A Team Race	Rd 1	Rd 2	Final
1 st Don Robinson	<u>5-02.50</u> *	5-13.09	10-37.31
2 nd Ashley Keeling	<u>5-05.53</u>	5-32.97	10-54.65
3 rd Brendan Robinson	9-22.04	<u>6-54.38</u>	DNS

Classic B Team Race	Rd 1
1 st Steve Hansen	<u>5-21.35</u> *

* = Corrected times

Slow Goodyear Team Race		Rd 1	Rd 2	Final
1 st	Andrew Robinson	<u>4-03.81</u>	---	8-31.07
2 nd	Bryce Rackley	<u>4-20.03</u>	4-27.78	9-22.18
3 rd	Ashley Keeling	<u>4-39.47</u>	4-55.03	9-29.71
4 th	Brendan Robinson	4-46.96	<u>4-46.84</u>	
5 th	Steve Hansen	4-55.50	<u>4-48.97</u>	
6 th	Dan Walker	<u>6-12.19</u>	7-07.02	
7 th	Bob Reynolds	<u>DQ</u>	<u>5-54.45</u>	

2015 Taranaki Control Line Champs

3rd-5th April 2015.

By Andrew Robinson.

The Easter Champs this year was smaller than usual with several regulars missing.

½ A team race was the first event with Robert and Andrew having their models going very well, quite a bit faster than Brendan and Alec. Robert had a best time of 3-35 and Andrew 3-53. We flew the final over only 100 laps and it was won by Robert.

Open Goodyear was meant to be next but various issues with models saw it postponed to the following day so they could be fixed overnight.

F2B Aerobatics was first up on Saturday morning in overcast but calm conditions. A couple of short light showers passed through at about 10am but then it stayed fine for the rest of the day. Don Robinson had a lead out fail during his practice flight at the bottom of a loop and the resulting crash with the ground severely broke the outboard wing on his Magnum model. He had to revert to his profile Pizzazz model for the contest.

Chris Allen won with three even flights all in the 900's, giving a total of 1841.5. Don wasn't far behind with flights in the 890's for 1793 and Rob Wallace was third on 1667.5.

FAI team race had four entries, Robert & Glen had a brand new model that flew well but the performance wasn't where they were hoping it to be. However they had the fastest heat time of 4-01, should be more like 3-30. Rob Wallace was next best at 4-12 with his F2F model followed by Andrew on 4-17. This final, again over 100 laps was won by Robert & Glen.

Open Goodyear saw all four models in the air with everyone completing at least on race before the gremlins set in. So we didn't run a final and determined the placings on heat times only. Robert & Glen were the winners with 4-00.1 and Bob Reynolds was second in 4-17.

Classic A team race finished the day off, Andrew & Don were first in 5-07, Brendan Robinson second and Bob Reynolds third.

Sunday morning was Slow Goodyear with 6 entries. There was some good close racing, Robert topped the time sheet with 4-04, Brendan did two almost identical time of 4-09 and Andrew was the last final qualifier on 4-14. Alec Fuller missed out by 12 seconds with 4-26. The final was a close affair for the top two, Robert beating home Brendan by just 3 seconds to win with Andrew third.

In Sport Jet, Don Robinson produced a personal best speed in his first flight of 154.2 mph comfortably beating sons Andrew on 152.9mph and Brendan on 150mph. His flight was so good that nobody could catch him despite using up all their flights.

Then it was onto Percentage Speed. Bob was flying his Class 1 model and 108.5 mph scored 97.5% of the record to take first place. Andrew was second with 197.8mph and 90% and Brendan did another personal best speed in fast jet, breaking the 190mph mark with 191.5mph for third place. Callum Agnew was back with his F2A models and recorded two flights in the pylon for fourth place.

Thanks to all those who travelled to compete and also assisted with time keeping.

RESULTS:

½ A Team Race	Rd 1	Rd 2	Final (100)
1 st G. Lewis/R. Bolton	3-41.19	<u>3-35.27</u>	3-40.54
2 nd A. & D. Robinson	4-29.82	<u>3-53.89</u>	4-08.34
3 rd B. Robinson	4-52.20	<u>4-28.52</u>	
4 th A. Fuller	<u>6-02.31</u>	56 Laps	

FAI Team Race Combined		Rd 1	Rd2	Final (100)
1 st	G. Lewis/R. Bolton	4-20.77	<u>4-01.69</u>	4-08.86
2 nd	A. Robinson	4-23.83	<u>4-17.72</u>	4-25.05
3 rd	R. Wallace/B. Robinson	4-18.41	<u>4-12.17</u>	DNS
4 th	D. Robinson	5-16.20	<u>5-07.42</u>	

Open Goodyear Team Race		Rd 1	Rd 2
1 st	G. Lewis/R. Bolton	<u>4-00.47</u>	24 Laps
2 nd	B. Reynolds	<u>4-17.72</u>	7-54.56
3 rd	A. Robinson	<u>4-58.99</u>	33 Laps
4 th	R. Wallace	7-36.50	<u>5-45.86</u>

Slow Goodyear Team Race		Rd 1	Rd 2	Final
1 st	Robert Bolton	<u>4-04.13</u>	DNS	8-11.13
2 nd	Brendan Robinson	4-09.63	<u>4-09.32</u>	8-14.37
3 rd	Andrew Robinson	<u>4-14.74</u>	4-25.50	10-07.41
4 th	Alec Fuller	4-35.43	<u>4-26.04</u>	
5 th	Rob Wallace	<u>4-46.18</u>	4-47.41	
6 th	Bob Reynolds	<u>5-09.58</u>	5-25.90	

Classic A Team Race		Rd 1	Rd 2
1 st	A. & D. Robinson	5-11-93	<u>5-07.54</u>
2 nd	B. Robinson	<u>6-12.06</u>	6-51.09
3 rd	B. Reynolds	7-06.24	<u>6-29.74</u>

F2B Aerobatics		Rd 1	Rd 2	Rd 3	Best 2
1 st	Chris Allen	<u>924</u>	<u>917.5</u>	911.5	1841.5
2 nd	Don Robinson	822	<u>898</u>	<u>895</u>	1793.0
3 rd	Rob Wallace	666	<u>781</u>	<u>886.5</u>	1667.5

NASS SPORT JET (mph)		Rd 1	Rd 2	Rd 3	km/h
1 st	Don Robinson	<u>154.18</u>	---	---	248.13
2 nd	Andrew Robinson	<u>152.87</u>	152.22	150.32	246.02
3 rd	Brendan Robinson	149.57	148.70	<u>150.06</u>	241.51
4 th	Rob Wallace	<u>142.69</u>	---	---	229.63
5 th	Bob Reynolds	136.93	136.21	<u>139.37</u>	224.30
6 th	Alec Fuller	125.82	128.61	<u>135.59</u>	218.21

FAST JET (mph)		Rd 1	Rd 2	Rd 3	km/h
1 st	Andrew Robinson	197.17	<u>197.78</u>	---	318.30
2 nd	Brendan Robinson	182.76	185.48	<u>191.52</u>	308.22
3 rd	Don Robinson	<u>155.02</u>	---	---	249.48
4 th	Rob Wallace	<u>145.44</u>	---	---	234.07
5 th	Bob Reynolds	140.12	141.18	<u>141.49</u>	227.70

2cc (12) SPEED (mph)		Rd 1	Rd 2	Rd 3	km/h
1 st	Bob Reynolds	103.37	99.69	<u>108.48</u>	174.59

F2A Speed (km/h)		Rd 1	Rd 2	Rd 3	mph
1 st	Callum Agnew	220.32	<u>238.57</u>	---	148.24

Percentage Speed		Class	mph	km/h	Percentage
1 st	Bob Reynolds	2cc	108.48	174.59	97.48 %
2 nd	Andrew Robinson	Jet	197.78	318.22	90.10
3 rd	Brendan Robinson	Jet	191.52	308.22	87.24
4 th	Callum Agnew	F2A	148.24	238.57	83.83
5 th	Don Robinson	Jet	155.02	249.48	70.62
6 th	Rob Wallace	Jet	145.44	234.07	66.25
	Bob Reynolds	Jet	141.49	227.70	64.45



Floatplane venue near Huntly.

Control Line Grass Racing - Mercer

3rd May 2015.

By Brian Howser & Andrew Robinson.

What a great day of racing. Weather was cool and overcast at first then the sun came out so it was off with the jersey's and onto more flying. It was another good flying day at the Mercer field.

Classic A team race was first up with 8 entries and a few speed limits were broken but all is rectified by the rules. What ever time you do under 5 minutes is added to the 5 min minimum time, makes it interesting as you are trying to fly fast but not break that 5 min barrier.

Graeme Christie had his new Australian style Vintage A model doing a million miles an hour with a Rothwell copy Oliver Tiger. He won the Australian nationals with it a few weeks ago. Don had his usual Class A model built in 1968, going very well too. Steve Hansen had a new model, a Dick Place design from 1962, a very high aspect ratio wing, I think it was the World champ model for Dick in 1962. Despite a few issues with it he completed two races.

At the sharp end it was very close. Graeme had the quickest time of 5-01, closely followed by Don Robinson with 5-01.35, Ashley keeling took the third spot into the final with 5-09, just 4 seconds ahead of Rod Brown who missed out with 5-12. The final was a good race with Don winning on corrected time by just 0.15 seconds. Graeme was second and Ashley third.

Next up was Classic B team race and 4 entries. Steve was going too fast, Ashley with Brian's model going miles too fast but at least after some control modifications it is now okay to fly much to Ash's relief. John Ryan was going reliable as well. Dave Wright had a lack of horsepower and didn't finish either race.

Steve's motor was a MK 3 ETA 29, John's was a Enya 29, Dave's was a Veco 29 and Brian's was a Super Tigre G21/29 rear intake. He had fitted a new rotor with longer opening timing but it didn't seem to perform any better, then it seized up in the first race. After refitting the old back plate assembly it performed very well with fifty laps to the tank.

They might have won the final even after being heavily handicapped but a fast landing with a dodgy under carriage put them out of the race. Steve won the final in 10-08 from John Ryan on 10-57.

Slow Goodyear team race also had 8 entries with pilots and pitmen all helping one another and having an absolute heap of fun. Some of the guys were pitting or flying 2 or 3 different models. There were no racing incidents and everyone completed two races each, it was all just bloody good racing. After each race the guys were looking at the score sheets to see who was looking likely making the final.

With Chris Allen coming back to flying after having about 16 years off and now back flying aerobatics, he was promptly asked to fly for several people. All the skills came back pretty quickly. The speed policeman was used and a lot of people were right on the limit but nobody incurred a penalty.

Fastest was Andrew Robinson with 4-08, then Ashley on 4-11 and Brendan Robinson on 4-19, qualifying for the final on the last race. The final was won by Andrew by over a minute and a half after the other two had restarting issues.

It was a great days flying and we finally packed up around 5.30, it was starting to get dark.

RESULTS:

Classic A Team Race	Rd 1	Rd 2	Final
1 st Don Robinson	<u>5-01.35</u> *	5-06.53 *	10-13.94
2 nd Graeme Christie	5-27.78	<u>5-01.00</u>	10-14.09 *
3 rd Ashley Keeling	5-33.46	<u>5-09.25</u>	12-42.47
4 th Rod Brown	5-40.91	<u>5-12.96</u>	
5 th Brendan Robinson	<u>5-26.00</u>	5-39.72	
6 th John Ryan	6-14.59	<u>5-45.50</u>	
7 th Bob Reynolds	6-41.96	<u>6-06.35</u>	
8 th Steve Hansen	<u>8-05.00</u>	9-51.43	

- = Corrected times

Classic B Team Race		Rd 1	Rd 2	Final
1 st	Steve Hansen	<u>5-02.09</u>	5-23.22 *	10-08.00
2 nd	John Ryan	<u>5-11.63</u>	5-18.79	10-57.64
3 rd	Ashley Keeling	18 Laps	<u>5-17.81</u> *	97 Laps
4 th	Dave Wright	55 Laps	<u>76 Laps</u>	

- = Corrected times

Slow Goodyear Team Race		Rd 1	Rd 2	Final
1 st	Andrew Robinson	<u>4-08.28</u>	4-08.50	8-32.78
2 nd	Brendan Robinson	4-41.16	<u>4-19.81</u>	10-16.09
3 rd	Ashley Keeling	7-01.56	<u>4-11.91</u>	10-51.00
4 th	Rod Brown	4-34.16	<u>4-21.19</u>	
5 th	Graeme Christie	4-44.69	<u>4-28.75</u>	
6 th	Steve Hansen	4-49.75	<u>4-30.37</u>	
7 th	Rob Wallace	<u>4-53.12</u>	5-01.59	
8 th	Bob Reynolds	6-27.46	<u>6-00.06</u>	

Control Line racing contestants after a great day of team racing at the Mercer field.
 (Back L-R) Don Robinson, John Ryan, Andrew Robinson, Steve Hansen, ,Chris Allen, Bob Reynolds, Brian Howser, Ashley Keeling, Rod Brown.
 (Front L-R) Brendan Robinson, Rob Wallace, Andrew Hanson



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.

Club Dinner and Prize awards

Hello guys and gals



As an associate member, I shall be attending
your function so why not join me at
the Cobb & Co on
Friday 5th June 7.00 to eat at 730 pm

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 due.

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.**

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	5 th	Prizegiving Dinner (7.00pm Cobb & Co)	
	7 th	Thermal A NDC	
	12 th	Glider towing	
	28 th	Warbirds	
July	5 th	Ales 123	NDC
	12 th	HLG	
	19 th	Thermal A	NDC

Contest Directors

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

Contact details for these gentlemen are on the inside front cover

www.npmac.org.nz

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**If you're interested in this
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‘CONTACT’

OFFICIAL NEWSLETTER

NEW PLYMOUTH MODEL AERO CLUB

c/- P.O. BOX 574, NEW PLYMOUTH MAIL CENTRE, 4340