

'CONTACT'



NEWSLETTER FROM

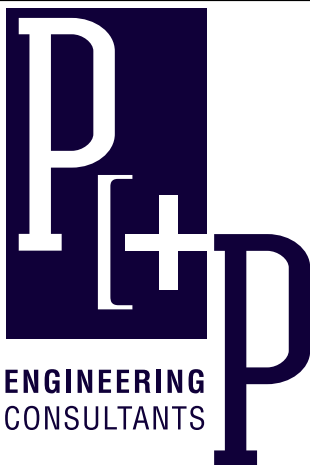
NEW PLYMOUTH

MODEL AERO CLUB

October/November 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



**New Zealand's Leading Oil & Gas and
Pipelines Engineering Consultancy.**

P.O Box 660
New Plymouth
New Zealand
Ph. +64 6 759 2199
Fax. +64 6 759 1139
Email. manager@pandp.co.nz
Website. www.pandp.co.nz

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

Editorial!



Bit of a delay between drinks as far as the Bulletin goes, primarily due to my taking a couple of week to head south to visit family and take in a couple of South Island event s during the second half of October. Unfortunately the weather was windy and limited the flying options but managed to enjoy a good catch up with the Jet guys at Darfield on the 16th and a bunch of others at Timaru over Labour Weekend. Good to see Tony at Darfeild, and thanks Tony and Jenni for the shelter of the Camper and the coffee and cakes!

While Central Otago's weather didn't come through as it usually does we still managed some good flying on one morning at the big Yak 3 was able to play in some relatively calm central sky.

Floatplanes have been to the fore locally with good patronage of both the New Plymouth event at Lake Ratapiko and the Hamilton event at Lake D.

While the original warbirds day had to be cancelled due to bad weath-er the rescheduled day went of really well and the warmup on Satur-day was great fun as well. In excess of 30 warbirds and 15 or so pi-lots showing that the warbirds popularity hasn't diminished.

Ag planes may be the next trend, we have four that I'm aware of, 3 Pawnee's and an Agwagon, in the club at this stage. Tony's 1/3 scale Pawnee is the latest addition and is looking for a little attention to get it in the air again after an "arrival" while under previous ownership.

Glider Day is approaching on the 29th November, so gliders and tow planes at the ready!

Cheers,
Steve B.

Front Cover: B17 bombs the strip! Perfectly timed shot by Allen Lawrence!

President's Report

October/November 2015

Summer Holidays are on their way folks, only four weeks of school for me and a long summer holiday is on the cards. Looking forward to finishing off a few projects and getting them in the air if the weather plays the game, lately we have had a massive amount of high winds and I'm told over the summer we are in for more. Maybe time to sort out those Slope soarers we all have gathering dust in the hanger.

Good news regarding our TSB Grant application for funds to repair the Control Line club house and ground maintenance, we had our grant accepted and the funds are in our account. (Big thanks to Keith for his work in securing the grant) We have given the go- ahead for the contractor to start work ASAP so will be great when the job is complete.

Our **2015 Club Christmas BBQ and social day** has moved from Sunday 13th forward a week to **Sunday 6th December** to be held out at **Lake Ratipiko**. The facility's there are excellent and cater for the whole family; we hope you can all make it. Flying will commence from 9.30am and run during the day with a BBQ Lunch at around 12.00noon supplied by the club (you are most welcome to bring along any BYO shared items for the lunch or BBQ). Santa may even pay a visit if we are lucky!!!

A recent Warbird theme day out at the Radio site saw a massive line up of 35 warbirds of various sizes, wars and countries on show. Excellent flying conditions and no major incidents capped off a very successful day of flying. Great to see all getting into the spirit of these theme days- Watch out for more as these have been very popular.

I would like to highlight that we are all responsible for the safety aspects out at our Flying sites. It is not one person's job to enforce our rules, but all our responsibilities for safe flying and operating practices. We are all here to enjoy ourselves, however if you are witness to unsafe practices please speak up or let a committee member, myself or senior member know.

I would also like to point out that the BBQ Lunches we have at the Radio site are NOT supplied by the club, but a few very generous members. It would be most appreciated if those who regularly take part in this FREE Lunch either put their hands in their pockets for a regular donation or man up and bring along some sausages etc. for lunch before this FREE Lunch disappears for good!!!!

Looking forward to seeing you all out and about in the coming months with the finer weather and Holidays coming.

Next R/C Theme days-

**Glider day 29th - Sunday November,
Multi Wing Day- Sunday 20th December**

Till next time - Over and out - Justin



Andy's Harvard cruises by.

Floatplanes Lake Ratapiko

27th Sept

What a relief that the weather came to the party, with intermittent cloud and light winds down the lake. After suffering rainy and windy conditions on two previous occasions and cancellation of the last meeting, it was going to be a great day and a good turnout of flyers was anticipated. And so it turned out to be all of this, well almost!

Early on, there was plenty of flying activities, with planes of all shapes and sizes, on and around the lake. When engines stopped on the lake, Jamie was there to beat the rescue boat with his tug boat.

Even Rob's Macchi MC 200, which behaved ungainly on the water, managed to get airborne after many attempts and a change to bigger floats.

All was going well, with no major incidences worthy of mention, i.e. until Justin's immaculate Macchi 33 decided to wonder off and come down behind the island in the middle of the lake, following an apparent radio brown out and failsafe taking over.

The island is a dense jungle of blackberry and other tall thorny things with hidden overgrown stretches of water ways. After a brief search, the Macchi 33 was located sitting by one of these water inlets, having suffered only minor damage at the wing root area on one wing, but out of action for the rest of the day. I understand that this is now repaired and ready to fly another day.

This mishap seemed to signal a change in fortune for some of us. Following soon after, Gary tried a bit of suspended animation with his high wing trainer after landing in the top of "Mike's" poplar tree, where it hung as a warning for all. During a reconnoitre across the lake to search for any pieces which may have fallen down, Gary spotted the engine on the lake bed, 2 to 3 metres below. A bit of Gary's fishing ingenuity soon had it retrieved back to the surface but no other debris or gear was located.

Several weeks later, following a report of Gary's plane finally falling out of the tree back to earth, or water in this case, a search of the lake failed to find any remnants of his plane.



Soon to follow this, my Seamaster was downed at low level, following a loop and tight turn to the left. The combination of engine torque and engine pod momentum conspired to induce an unrecoverable stall to the left, with no room to recover. This is a characteristic of this plane and such stalls to the left have happened several times before. Luckily these previous incidents had been over water but not so lucky this time as the plane was over land and the plane was totally destroyed. A sad day for me, though it had previously survived several such incidents at the hands of both Stu Parson (previous owner) and myself.

After collecting the remains of my Seamaster, the lunch time barbeque came as a welcome relief. By the time I made it back to the club house, there was not much left, the lads and lasses must have been hungry, although there were a couple of sausages waiting for me. Thanks guys.

After the bbq, it was back to flying. Allen's foamy Miss Hyperion was flitting about like a butterfly minding its own business, when Bill's Seniorita swooped down, gobbled it up and spit out the bits. We thought it was starting to snow, with all the foam bits falling from the skies. Bill's plane just carried on!

There were no other mishaps and by mid afternoon everyone was flown out and it was time to head home. Despite being one of the days with the most carnage seen for many years, it had been a good days flying for most of us. Thanks for the great turn out of people, making it a fun event and their contributions made to cover the cost of running the event.

Hopefully the weather will be even better for the next float plane day at Lake Ratapiko when we are also holding our club xmas bbq. Hope to see you all there at the lake on the 6th December and that Santa's sleigh is water tight!



So that's why the Hamilton guys enjoy having the New Plymouth Crew come up for the floatplane events. Justin's catering skills!

Free Flight

Andrew Robinson

4th October 2015: An overcast but fine morning with the breeze coming from the west, being quite cool with not a lot of lift in it.

Hand Launch Glider was a low scoring event, 20 seconds being an average flight time in the cool conditions. However it was close for the top spot with Allen Lawrence beating Andrew Robinson by just 4 seconds, 142 to 138 while Don was third on 102 seconds. Allen had the best flight of the day with 40 seconds while Andrew's best flight was 31 seconds.

The Catapult Gliders scored better times from the extra height they gained from launch. The winner was Don Robinson with 195 seconds and he also had the flight of the day of 51 seconds. Second was Alec Fuller 9 seconds back with 186 seconds and a best flight of 43 seconds. Third was Jo Fuller on 144 with a best flight of 44 seconds, followed by Andrew Robinson and Allen Lawrence.

Allen then put in some time for NDC Discus Launch Glider, 38 seconds was the best flight and a total score of 142 seconds.

8th November 2015: A fine but calm morning that took some time before the sun came out but there was some good lift around and with no turbulence and little drift there were some good flights.

A nice patch of lift came through and Allen launched his model into it three times to score flights of 60, 52 and 44 seconds. So he won the contest with a good score of 230 seconds, Andrew was second way back on 149 seconds and Don was third.

The Catapult gliders were getting good scores too with two maxes scores, one by Andrew and one by Don as well as other flights in the 50's, 40's and high 30's. Don just piped Andrew by 3 seconds on his last flight to win with 191 seconds with Andrew on 188. Chris Allen was not too far behind on 177 with a best flight of 49 and Allen had an improved showing and was fourth on 156 with a best flight of 53.

The next Free Flight meeting is on the **6th December.**

RESULTS: 4th Oct 2015

Hand Launch

1 st	Allen Lawrence	15, 17, 20, 40, 25, 25 = 142 Sec
2 nd	Andrew Robinson	22, 22, 11, 31, 22, 30 = 138
3 rd	Don Robinson	12, 22, 26, 20, 10, 12 = 102

Catapult Launch

1 st	Don Robinson	51, 32, 27, 38, 13, 34 = 195 Sec
2 nd	Alec Fuller	31, 41, 30, 23, 43, 18 = 186
3 rd	Jo Fuller	19, 27, 11, 30, 13, 44 = 144
4 th	Andrew Robinson	14, 35, 21, 14, 17, 17 = 118
5 th	Allen Lawrence	14, 11, 25, 16, 22, 16 = 104

Tip Launch

1 st	Allen Lawrence	12, 22, 16, 17, 25, 25 = 142 Sec
-----------------	----------------	----------------------------------

RESULTS: 8th Nov 2015

Hand Launch

1 st	Allen Lawrence	25, 29, 20, 60, 52, 44 = 230 Sec
2 nd	Andrew Robinson	25, 20, 23, 28, 25, 28 = 149
3 rd	Don Robinson	15, 6, 11, 12, 11, 11 = 66

Catapult Launch

1 st	Don Robinson	24, 46, 18, 34, 60, 39 = 191 Sec
2 nd	Andrew Robinson	33, 60, 25, 24, 25, 21 = 188
3 rd	Chris Allen	17, 21, 32, 31, 27, 49 = 177
4 th	Allen Lawrence	23, 27, 12, 10, 31, 53 = 156



Hardy free flight brigade on the 4th October. L-R Andrew Robinson, Don Robinson, Allen Lawrence, Jo Fuller, Alec Fuller.

Indoor

By Andrew Robinson.

TSB Stadium – 14th October 2015 - NDC

There was an average turn out of fliers at the TSB Stadium and everybody did plenty of flying.

Hand Launch Glider had some good flights as the stadium was still warmish from the day's heat. Andrew Robinson set the pace with flights of 28.1 & 27.0 to win, second place went to Alec Fuller with flights of 27.4 & 26.1 to be only 1.6 seconds behind. Third went to Allen Lawrence with times of 26.1 & 25.9 to be only another 1.5 seconds back. Fourth was Len Krook, fifth was Steve Blackman and sixth was Ross Giddy.



Alec Fuller and Alan Reed with their Hanger Rat models at the TSB Stadium in October.

In Hanger Rat it was the battle between Alan Reed & Allen Lawrence. Allen did 2-01, Alan did 2-10, Allen did 2-32, the best flight of the night, Then Alan Reed did 2-24 followed by 2-25, Allen responded with 2-11. This left Alan in the lead by 6 seconds and that's the way it stayed as neither could improve their times. Alan Reed won with 4-49, Allen was second with 4-43, Steve Blackman was third with 3-38 and Alec Fuller was fourth on 2-42 with his new model.

RESULTS:

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

1 st	Andrew Robinson	27.0 & 28.1 = 55.1
2 nd	Alec Fuller	27.4 & 26.1 = 53.5
3 rd	Allen Lawrence	26.1 & 25.9 = 52.0
4 th	Len Krook	25.3 & 22.0 = 47.3
5 th	Steve Blackman	21.1 & 22.1 = 43.2
6 th	Ross Giddy	15.1 & 15.0 = 30.1

Hanger Rat (Best 2 of 6)

1 st	Alan Reed	2-24 & 2-25 = 4-49
2 nd	Allen Lawrence	2-32 & 2-11 = 4-43
3 rd	Steve Blackman	2-03 & 1-35 = 3-38
4 th	Alec Fuller	1-25 & 1-17 = 2-42

ALES 200

27th Sept

Once again, Steve and I managed to get an NDC event flown at the last minute, this time ALES 200. In this comp there is a max height climb rule (200 metres) a ten minute max, and four flights, all counting. At 200 metres you would think a model would glide for 10 minutes easily, but no. On my first flight I could only make 3 minutes against Steve's 7 !

Next round I got 9.19 but Steve only 3.45. This put me ahead by a couple of hundred seconds.

The third round was even, with a couple of 5 minute flights, but on the last round Steve made his 10 minutes, but I could only make 7, so he finished ahead by about 60 points.

RESULTS

Steve Blackman	441	270	342	591	= 1644
Allen Lawrence	203	604	328	445	= 1580

Warbirds

1st Nov.

We had to wait a couple of weeks from the scheduled day for this, and it was well worth it. A very light northerly down the strip, and enough cloud cover to stop sunburn! Thirty two models and fourteen pilots was a great effort, and flying was non stop all day. Both Wars were well supported, with enough Harvards to have their own war! One day we will try to get them all up together. Might not last long though!

We had three Zero's from Justin, Keith and Bill. Would have had mine as well, but couldn't fit it in the car! Bill's with it's printed on detail and very light built up structure flew very well and makes a good 60 size aeroplane. Not sure of the make but apparently pretty cheap.

Mike and I had a good formation flight with our Harvards, and got some nice close passes. Great fun, but you have to concentrate !

Ole brought out his rebuilt Corsair for a test flight, and it went perfectly, and the ailerons stayed on! The extra weight doesn't seem to effect it, and he finished the flight with a perfect landing. He was pretty happy. The new colour scheme looks great as well.

Then there was the sound of four motors as Steve taxied out his B17. This hadn't been flown for a while but the faded paint made it look like a well worn war machine and very realistic. He did a great flight, dropping his bombs in the centre of the strip, doing the odd roll and loop (because he could) and putting wheels and flaps down for a great landing. A really good demo.

John and I had a nice flight with our SE5's , and then Rob tore up the sky with his Camel. This is the X Tony and then X Gary machine and is having a new life with Rob. Good to see, although I don't think the real one could do what Rob does with his!

What a good day it was, with the BBQ feeding everyone at midday (thanks guys) . One of the best.



Steve's P47



Justin's Zero



Ole's Corsair in its new livery.



Warbird pilots and planes.

For the Diary

Glider Day

**Sunday 29th November
At the RC Strip**

Float Planes &

Xmas BBQ

**Sunday 6th December
Lake Ratapiko**

**BBQ lunch supplied
\$10 landing fee to cover lake hire**

Multi-Wing Day

**Sunday 20th December
At the RC Strip**

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

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:

November 29 th	Glider day
December 6 th 20 th	Floatplanes & Xmas BBQ (Ratapiko) Multi-Wing Day

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

**This space is available to advertise
to the members of the NPMAC
for \$50 p.a.**

**If you're interested in this
opportunity please contact the
Bulletin Editor.**

shb@xtra.co.nz

0274812575

‘CONTACT’

OFFICIAL NEWSLETTER

NEW PLYMOUTH MODEL AERO CLUB

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