

# **‘CONTACT’**



**NEWSLETTER FROM**

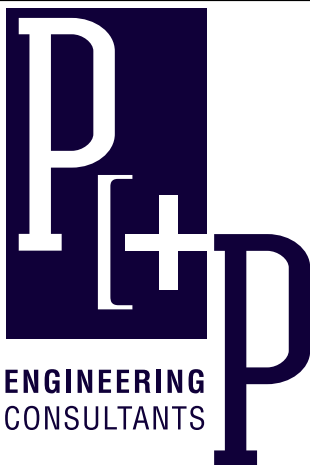
**NEW PLYMOUTH**

**MODEL AERO CLUB**

September 2015

## New Plymouth Model Aero Club Officials, 2014-2015

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Nice to be getting some temperatures in the high teens after what feels like a month of southerly blasts accompanied by rain and more solid forms of water from the sky at times.

Notwithstanding, there's been reasonable opportunity to throw things at the sky and enjoy attempting to keep them there in the air in a semi controlled manner! In fact a number of our members have even travelled away to demonstrate their prowess at this with that added complication of completing this feat while above a large body of water!

There's been limited competition over the last month and there's plenty of room for more participants for those thermal events that are scheduled. I know there are the appropriate weapons resting in workshops out there so how about dusting them off and charging them up for the next round. The Upland Road site seems to be blessed with reasonable thermal activity and the last Thermal J comp saw us getting the 8 and 10 minute flight times with relative ease, almost unheard of at the old Manutahi Road site!

With Daylight Saving approaching fast and hopefully some settled weather, it's a good time to give the models a good check over, it's surprising what rattles loose or wears over time and it all conspires to smite them to the ground!

We've planned some more theme days, the first being Warbirds on the 18th October, in place of the HLG competition that we were going to host. There's also a Glider day planned for the 29th November that will feature aero towing. Plenty to be getting ready for!

Cheers,  
Steve B.

Front Cover: Seawind cruises by at recent Lake D floatplane event.

## President's Report

September 2015

Well I'm sure sick of the rain we have had! I am looking forward to a warm dry spring and summer if there is such a thing in Taranaki. I have not been out to the Radio site for a while due to bad weather and being out of town over the last month a couple of times so am looking forward to the school holidays which are coming up at the end of September.

Most of you will be aware that this year as a committee we have focused on repairs and maintenance out at the Control line site. We are looking at re-cladding the club house which has stood for the last 35 years as well as some maintenance on the concrete circle. The Control Line guys have raised some funds through donations, however our Secretary/ Treasurer Keith Butler has had the task of completing a lengthy submission to the TSB for a special grant to cover the shortfall as funds in the club are not huge. Keith has spent considerable time and effort completing this application and I would like to thank him for his time spent. Keith delivered the submission earlier this week and we hope it will be successful.

We have been asked by Model Flying NZ to update details regarding all our flying sites and Keith again stepped up to tackle this challenge. This has involved descriptions of each site along with a detailed aerial map view showing site details and no fly zones, etc- Again a Big thanks Keith for all your hard work in getting this sorted for us!!

Our club night at the Star Gym on Friday 11<sup>th</sup> September saw a smaller than usual crowd of keen members brave the cold for a little socialising and indoor flying- Hey guys if you want to see these nights continue I suggest we all make an effort to come along and support them, they are for everyone's benefit.

Till next time - Over and out - Justin



Beast floatplanes—Function over form!



Seawind—Form with function.

## Floatplanes Lake D Hamilton

13th Sept

Well 13<sup>th</sup> September was again Floatplane day at Hamilton's Lake D and a sortie of keen NPMAC members headed north for a day out. We took a total of 11 aircraft between 5 fliers, being Justin, Mike, Jamie, Keith and Ross and Jessica came along for support.

On arrival at 9.30am conditions were not as pristine as the trip prior, never the less very flyable. The local club provided us with plenty of entertainment during the day with a few dunking's and wet arrivals. A few different aircraft from the first meeting included a Great Planes Seawind which was test flown and flew very well powered by an ASP 91 for-stroke, this model performed very well and looked fantastic roaring along the lake at very low altitude!!! A couple of BEASTS which were by my description large Wildthings sitting on mono floats with 46-55 size engines up front- one flew very well to the amusement of everyone.

I flew my Seamaster and Macchi M33 most of the day with no dramas, Mike had a couple of good flights with his Cessna Skylane, although on the second landing managed to tip over sideways and took on some water, Jamie had his first full flight with Keith's trusty Seamaster, He took off and flew around very well, unfortunately the flight ended in a minor dunking after a less than perfect landing. Keith had his Astro Hog and North Star which he flew and also let me fly, the North Star has to be one of the best fast flying seaplanes around, I had a very good flight with the North Star and a taxi back to boot.

Ross brought along his collection of electric seaplanes including his Catalina which took some persuasion getting off the water but once in the air looked and sounded great, he also flew his Skipper alongside my one on a couple of occasions. Grant Findlay test flew Alan Rowson's lovely Hobby King composite electric Catalina which also flew very well and with a few bugs ironed out will be a great performer.

The Hamilton club had a collection of floatplane aircraft the most common being the Thunder tiger plastic Cessna which seemed to be the model of choice powered by 60-90 for-strokes.

Unfortunately they tell me Thunder Tiger have ceased production of these models which is a shame as they looked to be a great choice.

I took along my portable BBQ for our hot sausages for lunch which was very popular with the locals. By around 2.30pm we had flown ourselves out and although the day was a little colder than previous we all had a great day safely returning to New Plymouth.

Looking forward to Sunday 27<sup>th</sup> for more water fun out at Lake Ratapi-ko, remember to bring \$10.00 to help pay for the lake hireage! A BBQ lunch will be provided so bring along the family.



Mike basking in the Lake D sunshine!

## Free Flight

6th Sept Andrew Robinson

A fine morning which was surprising given the rain the day before. There was quite a strong cool breeze from the south with a few showers as well which created a bit of turbulence that threw the models about a lot.

Hand Launch Glider ended up being a tie for first place between Alan Reed and Allen Lawrence. Alan Reed did the best flight of the day with 57 seconds on his last flight that ended up getting caught in the bottom of the trees at the far side of the field. Both were equal on 128 seconds. Next was Don at 118 followed by Andrew on 103 seconds.

The Catapult Gliders scored better times but also suffered from the turbulence. The winner was Alan Reed with 178 seconds using his new Catapult Glider built by Alec. He also had the flight of the day of 51 seconds and another of 39 seconds. Don Robinson was second on 158 seconds and a best flight of 43 seconds and there was another tie for third place between Andrew and Allen, both on 134 seconds. Andrew had a best flight of 39 seconds and Allen had a best flight of 36 seconds. Meg Mackenzie was next with a score of 107 seconds

The next Free Flight meeting is on the **4<sup>th</sup> October.**

### Results:

#### Hand Launch

1 <sup>st</sup> = Allan Lawrence	29, 21, 15, 13, 23, 27 = 128 Sec
1 <sup>st</sup> = Alan Reed	11, 11, 16, 17, 16, 57 = 128
3 <sup>rd</sup> Don Robinson	28, 19, 13, 11, 23, 24 = 118
4 <sup>th</sup> Andrew Robinson	27, 13, 11, 14, 22, 16 = 103

#### Catapult Launch

1 <sup>st</sup> Alan Reed	10, 29, 51, 21, 22, 39 = 172 Sec
2 <sup>nd</sup> Don Robinson	43, 23, 25, 29, 13, 25 = 158
3 <sup>rd</sup> = Andrew Robinson	22, 19, 39, 20, 24, 10 = 134
3 <sup>rd</sup> = Allan Lawrence	14, 36, 13, 27, 28, 16 = 134
5 <sup>th</sup> Meg Mackenzie	20, 13, 14, 15, 18, 27 = 107

## Radial Experiences!

Steve B

The Evolution 160 radial in my Yak 3U is an engineering marvel, an acoustic masterpiece when running and has a healthy level of performance to boot. It has proved to require a bit of sorting to get it to the point that it's a consistent and reliable performer and I thought the experiences may be of interest.

**It pays to check that things are tight!** After a bunch of test stand running, probably amounting to about 3/4 of an hour at relatively moderate throttle settings, the engine was installed in the airframe. On landing after the maiden flight one of the front housing cap screws was found lying in the bottom of the cowling and two others were loose. I had checked them earlier! Thread lock now applied and all engine fasteners checked regularly.

**Pushrod retention!** After landing on an early flight when the motor went off song it was apparent that the inlet tappet and pushrod from No1 cylinder were missing! I suspect that a circlip on the rocker shaft was the culprit and carefully checked the rest of them. Fortunately a tappet and pushrod set were readily available from Horizon Hobbies and very reasonably priced, so replacements and a spares were obtained. It has since shed another pushrod, possibly due either a sticky valve or a potential over-rev when testing a smaller prop. In order to preclude the shedding of pushrods a short piece of plastic tubing has been slipped over the pushrod ends to hang over the tappet screw at one end and the cam follower at the other. This has proved entirely successful with no adverse impact on performance.

**Fuel Supply!** Early running involved very limited time at high throttle settings. As the motor ran in and more time was spent at higher settings it became apparent that it was difficult to keep the motor from hardening off (going lean). Several carburettor teardowns failed to detect any issues with the carburettor. It was evident from researching the forums on Mokis and Evolutions that the method of getting the impulses for the carb pump was likely to be a bit hit and miss and the solution widely used was to install an electric fuel pump with a spill back line through a pressure relief valve that will hold 1 to 2 psi fuel pressure to the carb. This was done utilising a Hobbyking smoke pump with a Festo check valve as the relief valve.

As part of this exercise, the need to run the spillback line to the tank to ensure that air is eliminated from the line in order to maintain stable fuel pressure was also confirmed! It was also necessary to restrict the opening of the carb butterfly a little further than the mechanical restrictor already fitted, for optimum performance. This restriction of butterfly opening appears to be a tuning feature for the Mokis as well, a compromise for using a stock carbs I guess!

**Good Help and Advice!** I'm indebted to Andy Law for his help and advice as we've worked through these issues, particularly the resilience of his calf muscles as they've sustained lasting dents restraining the Yak tail plane as the radial's howling a 26 x 14 3 blade prop round at 5000rpm while bathing him in it's icy blast! He's also proved pretty handy on the carb cleaning and rebuilding, shortening a couple of Evolution 260 pushrods for the 160, and making cam followers from 3mm drill shanks!



Something's missing other than the one cylinder that's not firing!

That explains it. Tappet assembly and pushrod have disappeared!

## Thermal J

13th Sept

Steve and I were the only starters again, but the competition is still pretty fierce! Luckily most of the usual fliers were in Hamilton flying float planes, so we were able to set the winch up down the main runway into a very light northerly. We had Andy Law as our trusty time keeper, so we got into it.

Steve was up first, and found the worst bit of air all afternoon. He was looking ok for a four minute flight, but it went completely dead and he could only make a three! This meant he was down a minute right from the start. I went up immediately, found a bubble, and easily made a ten minute flight. Talk about lucky! Usually the ten is your last attempt and if you're lucky you make five minutes. We carried on, and I found lift on all my flights, though I lost a bit by arriving early ( 13 seconds ) on the eight minute attempt. Steve lost thirty seconds on his six minute flight, but made all the rest, and we both had good landings on all flights.

We were both amazed at the lift that was around all afternoon. It certainly seems much more consistent than we ever had at Manutahi Rd. and makes for much better scores. We've never had times as good as this before.

### RESULTS

Allen Lawrence	2231
Steve Blackman	2152

## INDOOR

11<sup>th</sup> Sept 15

By Andrew Robinson.

It was also NDC Indoor HLG so there were four fliers trying to get chuckies up to the ceiling. It must have been good air as there were seven flights over 20 seconds, a good flight time for the small confines of the Star Gym. Allan set the pace with his two best flights on his last two throws, 21.6 and a great 23.1 for a 44.7 second score.

Alec tried real hard and came close again producing his best two flights on his last two throws, 21.4 and 20.6 for 42.0 and second place. Andrew was third with 16.1 & 19.5 to be just 0.4 seconds ahead of Steve with 17.0 and 18.2.

### Results:

1 <sup>st</sup>	Allan Lawrence	21.6 & 23.1 = 44.7
2 <sup>nd</sup>	Alec Fuller	21.4 & 20.6 = 42.0
3 <sup>rd</sup>	Andrew Robinson	16.1 & 19.5 = 35.6
4 <sup>th</sup>	Steve Blackman	17.0 & 18.2 = 35.2

## Control Line

### Spring CL Warm up.

Early Spring warm-up at the NPMAC CL Flying Site to iron out all those winter gremlins and to ensure that your models are in good running order ready for the Spring Champs Competition.

**26th-27th September.** There will be a landing fee for non NPMAC members.

## **CL Spring Champs - 2015**

**October 24th, 25th & 26th October 2015**

NPMAC CL flying Site, Junction Road.

### **EVENTS:**

F2A & % Speed.

All Tarmac TR Classes including F2F & Classic FAI + Classic A & B on grass.

F2B & Sportsman Aerobatics - Round 1 of 2015/16 Stunt Series

Slow Combat if anyone wants to fly.

**ENTRY FEE:** \$20 per person for the weekend

**CONTACT:** Andrew Robinson

2 Tawake Place

Waitara 4320

Ph 06 754 3224

email: a\_robinson\_nz@hotmail.com

## **CL Taranaki Champs - 2016**

The 2016 CL Taranaki Champs will be held on 1st, 2nd, 3rd & 4th January 2016 to take advantage of the public holidays and the weekend.

This allows the Easter weekend to be clear for the Nationals at Clareville. The flying will be spread over the 4 days so think of it as a Mini Nats with a full programme of events.

**For the Diary**

## **Float Planes**

**Sunday 27th September**

**Lake Ratapiko**

**BBQ lunch supplied**

**\$10 landing fee to cover lake hire**

## **Indoor Night**

**7.00pm—10.00pm**

**Wednesday 14th October**

**TSB Stadium**

**\$10 landing fee to cover Stadium hire**

## **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:**

September 20 <sup>th</sup>	Thermal J
27 <sup>th</sup>	Float Planes Lake Rataipiko
October 4 <sup>th</sup>	ALES 123
14 <sup>th</sup>	Indoor TSB stadium
18 <sup>th</sup>	Warbirds

*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*

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## **‘CONTACT’**

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