

ROTORUA MODEL AIRCRAFT CLUB (INC)

March 2021 NEWSLETTER

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Welcome to the March 2021 newsletter.

The AGM was held on Wednesday 4th. As I am away for a few weeks I don't have a report on the meeting. However the subs for the year were set as follows.

Sub for the 2021 - 2022 year RMAC		MFNZ	TOTAL
are			
Family	\$120	\$100	\$220
Senior	\$115	\$95	\$210
Junior	\$45	\$30	\$75
Associate	\$50	-	\$50

Payment can be made to ANZ account # 116102_ 0913131_ 11 Include your name in the details

Subs must be paid before 1 April if you wish to fly after April 1st



See the story further on.

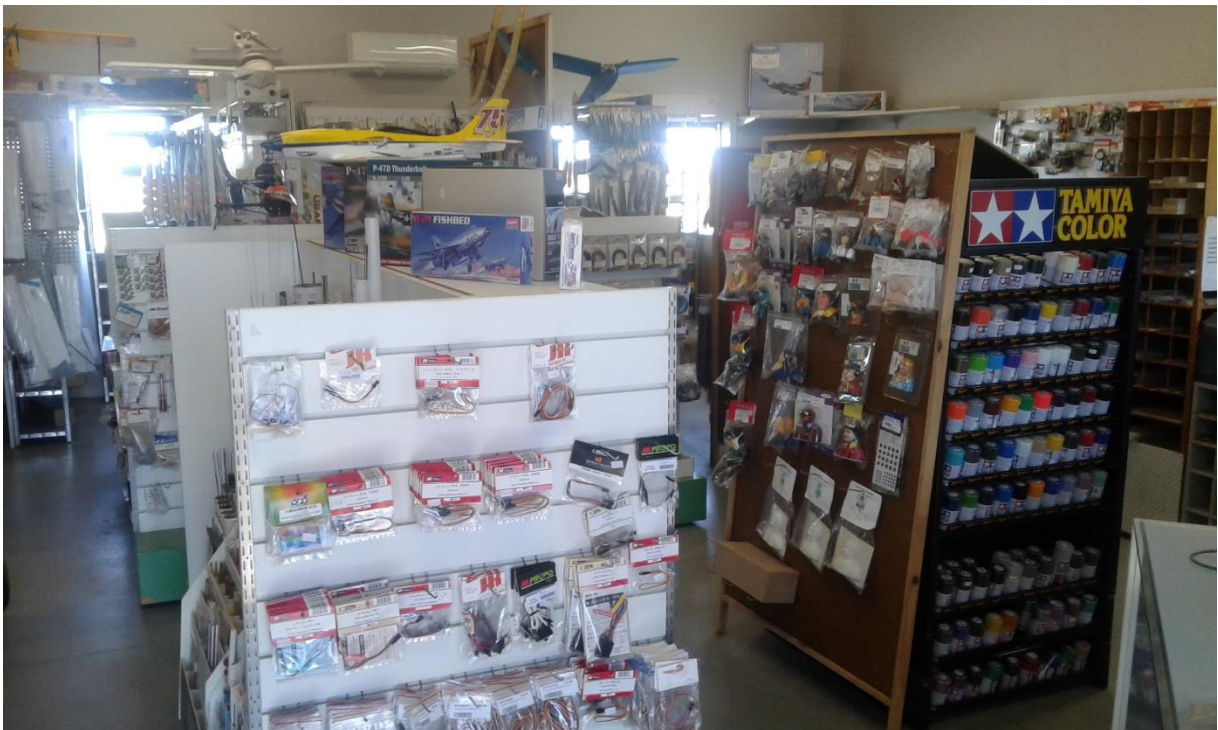
Well, what a busy month February was. It kicked off with the Waikato Control Line Champs at Mercer on Waitangi weekend. Dave T competed on the Saturday and took out first place in the Scale event and did pretty well in the aerobatics event. John R competed in both Classic A and Classic B team race on the Sunday coming 2nd in class B and 4th in class A.

The following Sunday we held a BBQ and had a great turn out with a few wives turning up as well. Plenty of flying activity took place however Andy W lost a new model in the jungle. Dave L came to the rescue with an app on his phone which took him straight to it the next day. Very little damage and should be airborne again very soon. We can't say the same for the tree that suffered by absorbing the energy of the impact.

Dave T, Dave L and John R were off to the Airsail vintage meeting on the 19th and had a great days flying. This is a magnificent site with the Airsail shop on site next to the strip. Very well stocked and run by a very experienced modeller John Danks I'd recommend Airsail to anyone.



THE AIRSAIL FIELD



INSIDE THE AIRSAIL SHOP



An Airsail Ascender E rubber duration model. The battery is the small blue thing near the tip of the prop. AUW about 4 oz



February's NDC event was 1/2A Texaco and both Dave L and John R managed to record times. This month's event is Vintage Duration so we will have to see if we can record some times for that as well. Vintage fliers also have the Blackfoot meeting at Ngatea on the 20 & 21st and the Tuakau event in April.

We finally completed the last part of the recladding of the northern Clubhouse wall

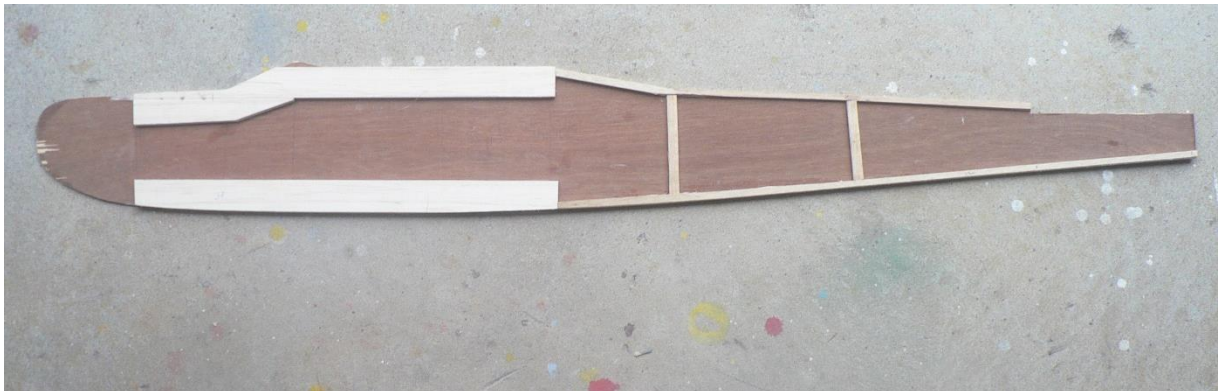


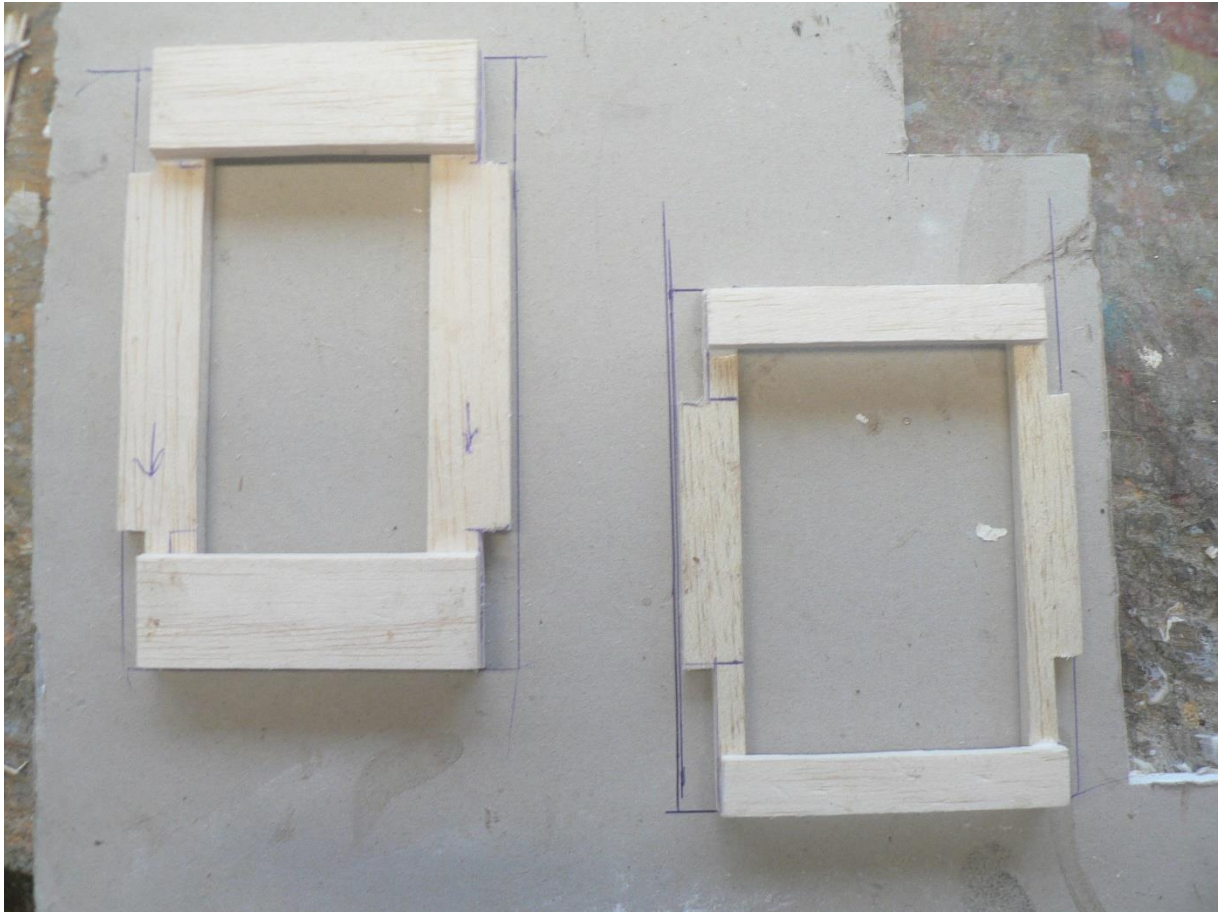
Recently one of our members found out about fingers in props. Remember to always get behind the prop when removing the plug lead and before making any adjustments. **NEVER EVER** reach or lean over a spinning prop. **ALWAYS** treat electric

models as live and keep body parts away from the prop. If not convinced see the story and picture later.

The Big Tyro Major

A few pix follow of the construction of a 65 in Tyro Major. This is a scaled up version of the original 1972 54in RCM&E Plan

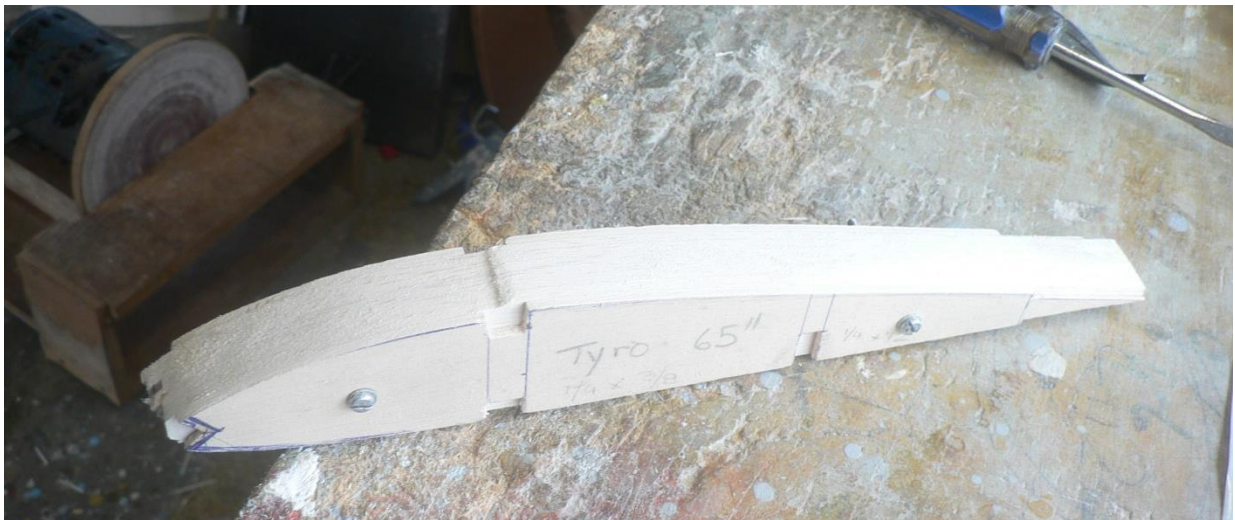




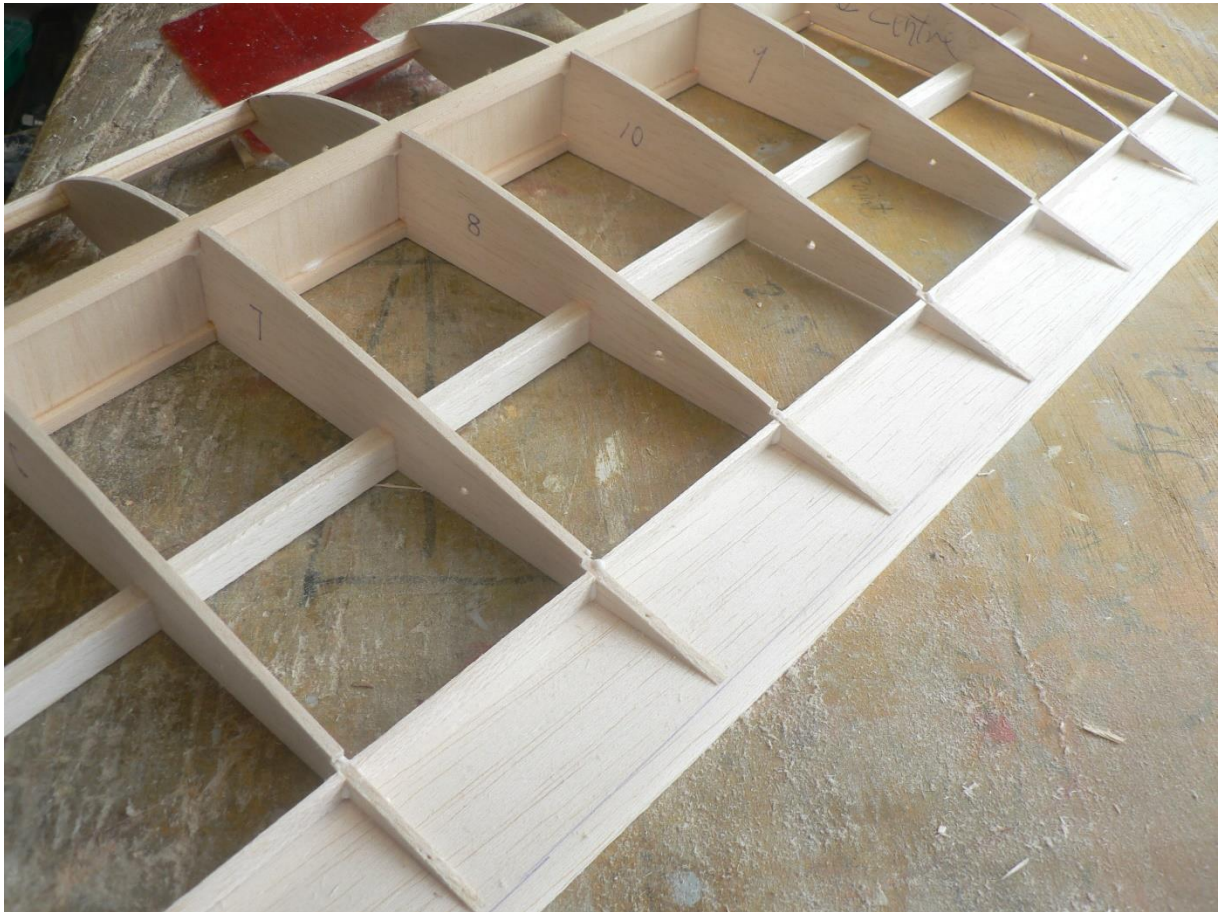
Fuslarge formers



Formers and firewall set up



Making wing ribs using templates



Wing construction showing top and bottom spars with vertical web and vertical web on TE ready for top sheeting. Many designs leave out the vertical web in the TE. By using it a complete triangle is achieved when the top sheeting is attached. This makes a very rigid warp free TE.



Joining the two wing halves showing the ply dihedral brace inserted between the top and bottom main spars. Next the vertical web is inserted between the top and bottom spars then the top spar attached.

February 2021 Presidents Notes.

This month has seen some great flying conditions at the field. During the middle of the month, it was getting a little dry and there was a possibility that the field might have to be closed due to fire risk. However, the mid-week rain came back and things are now more normal. The runway and surrounds are in fantastic condition. One only has to look at other clubs to see what a fabulous facility we enjoy.

Brian sent this pic of Gordon Mead at the Hamilton Club, just compare the runway with ours! The model is of course another 1936 Flying Aces Stick, the same design currently being flown by Andrew Hoskins and is proving an absolutely brilliant trainer.





Its easy to fly, yet responsive and also very easy to repair.



Here is another one from Brian, our correspondent in Cambridge, a $\frac{1}{4}$ scale Super Cub ZK-BTQ, powered by a 20cc RCGF, - the pride and joy of Sel Melville.

We held a second family BBQ in February and again had great weather with a good attendance. The BBQ was not so great for Andy however, who maiden his Focke Wulf FW190 and crashed it very soon after take-off in the very worst area of the bush at the Northern end of the field. Most were still eating and we watched in horror as it spun in completely out of control. Apparently, the model was badly out of trim and whilst Andy was struggling to get them adjusted and at the same time calling for help, he lost all control.

It all looked very grim for a recovery, but fortunately Dave Little had a good line on it and entered the approximate location on his "NZ Maps" application on his cell phone. This app uses GPS to provide navigation waypoints etc. The next day, David, assisted by young Russell Gulliver bashed their way in and followed the estimated line on the phone. They were able to keep on track and find the model which was about 10m off line, and hanging in a tree. As usual (in my experience) the model was not as far in as thought and was discovered about 160m from the back boundary of the field. A really remarkable model recovery considering the awful undergrowth that had to be overcome. Here is a selfie of the heroic pair on their

triumphal return to the field.



This free NZ Maps app is really useful and has almost all the functionality of the Garmin navigator that we used to have. Everyone who flies at Mead Road should have it on their mobile for when the worst happens. I intend to write some basic instructions for members to use in lost model recovery and we will hold a training session to try and ensure that every one can use it. There are also other lost model

aids and I also intend to create a web page on our club site covering various options.

Comparison of the Hamilton club pics with our field shows the one advantage they do have, which is a reasonably clear terrain to crash in!

Latest news is that Andy seems to have lost his Mojo for flying warbirds. His unfinished big Spitfire has been sold to a TMAC member and as yet neither his wife or Paul know of the FW crash. Not to worry though as an exact replacement FW 190 is now being built. Andy had a second one on the shelf because he ordered two by mistake when the first was ordered. That's what happens when you drink too much wine at the same time as buying on line.

During the month pilots will hopefully have noticed that the flight line position has been moved 4m further back from the runway edge. The intent was to give more space for landing and take off's but it also provides more flying airspace before the bush starts. Its only 4m of course, but that might be the difference between having to cross the rear ditch and bush bash or staying inside the field boundary for an easy recovery. Maybe we should bring it even further back?

Yours truly flew at the MFNZ nationals in January and had mixed fortunes. The weather was excellent at the start of the week but heavy rain and winds were forecast for the Thursday and Friday. Anyone who has been to Masterton knows that if this is the forecast you batten down and run for shelter. By a miracle the bad weather never eventuated and we had hardly any rain and just a strongish breeze with overcast skies.

My first event was the Aggregate event. If you don't know what that is read the article in the RMAC web pages.

Nats Aggregate Event

AGGREGATE

The great New Zealand event

David Ackery

Aggregate is a great New Zealand event. At the Nationals it is normally flown in the last half hour before dusk on the 31st December, which sets people up nicely for the New Years celebrations. But last year at the 50th Nationals a special extra two hour Aggy event, this was flown early in the morning, and teams were allowed. This was a total success, instead of people flying and huge numbers watching, everyone got involved, either flying, or in one or more of the multi-class retrieval teams, and if your team crashed out then people just switched to another team to carry on running, so that the fun never stopped. The question everybody is asking is how can I have a go? This article will let you how.

The Rules
Most casual Aggy fliers will not have a free flight rule book, so we will briefly go over the contest rules. First the normal half hour Aggregate event.


- For free flight cover models with engines up to 1.5cc. The object is to get as much flight time as possible.
- Only one model is permitted, repairs are allowed.
- No flight time of 20 seconds, if the flight is less than 20 seconds it does not count.
- The max is 3 minutes, or a flight over 3 minutes are recorded as 3 minutes.
- The fair rule means wins or hers own model. That's about it.

The differences for the special one hour event are:

- It runs for one hour.
- Unlimited numbers of people may assist with charging and retrieval, so get your substitutes involved.
- It is an unofficial event.

So that is quite simple. In practice what you need is a simple, reliable, aerobically that flies well, high performance is definitely not required.

Suitable Models
Because you do not need performance people often take the opportunity to fly novelty, or even weird configurations. Things like solar, flying wings, various helicopters and anything else are all seen. If you have something special in mind go for it. However the most common aircraft is a conventional sport model about 1m



Above: This young team is making sure they enjoy their day.

Left: Brendon Robinson breaks his Humming Bird, note the undercarriage has been left off for simplicity.

Humming Bird
The ModelAir Humming Bird is a classic, but be wary about it. The original kit in the box has gone but still survives in the brown paper bag. Countless people have started with a Humming Bird and it is still a good choice. It should be available in any decent NZ model shop.

Vintage
There are many Vintage designs that are suitable. A good one is the Simpler that appeared as a free plan in Aeromodeller several years ago. My own Aggy model is a Rammer that scaled up from a small plan designed for C02 power. Choose your own favourite.

The best known vintage design is the Tomboy, another classic from the Aeromodeller plans service. And the next thing with a vintage model is that it can double for the Vintage Precision events, very handy.

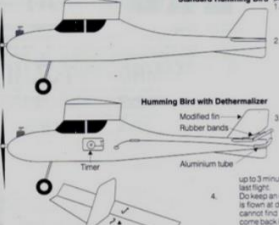
Please note that these free flight models are designed to be covered with tissue and doped, and they like to have the strength and stiffness that this gives. You may choose to cover with an epoxy film but please be aware that the model will not be as rigid and the wing may twist.

Outras
It is a nice to feature original New Zealand designs and we have a neat one here from that prolific designer, Alan Lawrence of New Plymouth. Anyone can build one of these, check it out.

Preparation
Before leaving home make sure you know how to start, and adjust your engine. This will be a big help. Fresh fuel is very good to have. Nylon propellers are handy, but hard to find, for a diesel like an 8V4.

On the day before the contest get out to the field to get your model sorted. Aim for a slow, that is a slow climb, turning left. I recommend flying and using a DT timer. A 6 minute KSB timer to de-thermalise the flight will cost about \$40. This allows you to terminate the flight at a time that you choose, rather than having your model glide in it is better to have it come down under DT. These models will come down safely even if the motor is still running so you can choose not to glide if you wish.

Fitting DT (de-thermaliser)
I included some sketches on how to fit the function to a Humming Bird. The basic principle is that the tape line comes up to a 45 degree which stops the model flying and brings it down in a controlled manner. The tape line is held down in the flying position by a line going to the timer. The timer releases the line and rubber bands pull the tape line up to the required angle against some sort of stop. In this case the fin.



Standard Humming Bird

Humming Bird with De-thermaliser

Modified fin
Rubber bands
Aluminium tube
Timer

Tactics
Even if you are just in it for fun, like most people a few tips will help. A motor that starts, and a model that flies are important. The answer is a little practice, very enjoyable too. Controlled flights. The good fliers will have a constant pattern, slowly steadily climbing, then DT down with the fin underneath to catch it. Flight need not be too long, maybe up to 1 minute if windy, a little longer if calm. Do not fly straight, they will go too far away. The last flight does not have to be removed with in the contest period, so this one can be longer. So watch the time, if you are out at the flight line with anything up to five minutes to go up to 3 minutes, then it's go and enjoy that long last flight. Do keep an eye on where it goes, the 30 minute Aggy is flown at dusk and daylight is quickly fading. If you cannot find it at night, remember the line it took and come back in the morning. If you want to join the line up to the next event, you will want to line up.

This year, I was determined to improve on previous years performance. My model had been trimmed to perfection, the engine was running well and testing the night before had proved that everything was set well. On the evening I was there in good time, had a perfect test flight in the excellent low wind conditions and was really fired up. Unfortunately, as usual I let adrenalin get the better of me, and in the last few seconds before the mass start, I added an extra squeeze of fuel to ensure I got a good first flight. The start hooter sounded, my Mills engine started second flick and I was away, and away, and away, and away... over the fields and beyond. I had drastically overfueled the model and I had to chase it down wind through two big paddocks. I saw it land by some trees and ran to that paddock. In the same paddock was a large herd of young bulls and of course in great excitement they stampeded over as soon as they saw me. I then spent the next hour trying to find the model with the bulls rampaging around me. If I had found it, they would probably have trampled on it anyway. By that time, it was 8.40pm, the event had long since finished and it was starting to go dark. Suddenly a drone came whizzing down the paddock and I heard distant shouts from the entrance gate. The two gents who were my timekeepers had driven over the paddocks and launched their drone to join the search. They

soon found it because I was looking too far away from where the model had landed. By the time we had driven back to the starting line it was deserted except from one other model stand whose owners were still looking downwind. (They found it next day) Although I had stuffed up my chances of getting a decent score at least I had the model back and I am eternally grateful that the two timekeepers I had chosen had a drone to come and help me out. With my single flight I came last.



Here is myself and Alec Fuller from NPMAC, the night before doing some test flying. We both have the same model, however Alec has covered his foam wing in 1mm balsa. As a result, the model is strong but pretty heavy and needs to have the ED 1cc engine running at full power to fly.

Later in the week I flew sport control line scale for the first time. This was a total success because the model performed beautifully and I got first place. The model is a World Models PT26 that had been

crashed and abandoned as unrepairable. I converted it to control line with radio control of the throttle so that it can do touch and goes, which is what gave me the best score.



Here is the model.



And here is me flying it with one hand on the radio transmitter and the other on the handle.

Another event I flew at the Nats was vintage and this was very mediocre. My trusty Saito in the first model refused to run properly and after an hour of fiddling around I gave up. I then flew my Classic Satellite but not at all well and finished well down the field.

During the week two vintage models were lost. The first was a large diesel powered cabin model which flew into the sun and both pilot and timekeeper lost sight of it and never saw it again. For an hour or so the owner made a desultory search around the field boundary, but with no specific area to search it was really a waste of effort. Then a Ute rolled up with a dog in the rear tray next to the model. The driver was the local farmer (Colin Campbell) who was moving some sheep about 2km away when he saw the model land just behind him. What a miracle for the owner! (Rex Anderson from Hamilton MAC)

The other model lost was a vintage electric model which was carried off downwind in the blustery Thursday conditions when the battery had insufficient power to fly back. The model was well out of sight and not seen to land. Don Mossop from Tauranga Western Bay Flyers MAC, set off in his car to search and because he had a Zero Lite Bug radio transmitting tracker fitted to his model, this reported the GPS location to his cell phone and he found it without too much trouble. Don says the cost of the tracker and the 4G reporting system seems expensive (\$150 plus \$150 subscription) but it has now saved his model twice. One just has to decide what level of security one wants.

After finding some lift, I lost my 1951 Jumping Bean electric model on the same day with the same problem, it was just too gusty to fly it back from downwind. I could see what was happening so flew it into the ground when it was reaching the limit of my eyesight. After 40minutes of searching, I went back to refresh my line of where I thought it had landed and two ladies told me I was too far to the right so I tried again and found it.

One piece of news from the Nats is that the current MFNZ president, Len Drabble, will be standing down at the winter AGM and council are searching for a replacement.

One fairly frequent visitor to the field this month is Bryan Walford who had been getting to grips with his old trainer. At first the tank was too low and too far back. With the position corrected he has been practising taxiing on the runway. Last Friday he got too carried away and after starting the engine completely forgot about the propellor and struck his hand in it whilst intending to remove the glow driver. There was a horrible bang and then silence. Yours truly patched his wounds in the club house and used five large plasters to cover all the damage. This is a picture that Bryan posted on Facebook.

His wife has obviously re-dressed the wounds but you can see the blood coming through. Hopefully there is no permanent damage.

Propellor strikes are a continuous hazard of powered model aircraft flying and most of us have suffered from it. The latest TMAC newsletter reports of an electric modeller who ended up in A & E with a strike, when he forgot to turn the model off at the end of his flying. The RMAC committee has resolved to conduct a future classroom safety discussion on correct management of the risk and provide tips to hopefully minimise future incidents.



COMING EVENTS

March NDC Vintage Duration
 20 & 21 Blackfoot Vintage meeting at Ngatea

April 17 & 18 Tuakau Vintage meeting

May 22 & 23 Blackfoot Vintage meeting

CLUB FUEL

METHANOL \$? PER LITRE (OWN CONTAINER)

MIXED:

1 US GALLON = 3.785 LITRES (3.8L)

70% METHANOL, 20% COOLPOWER, 10% NITRO
\$40.00 [US GALLON
\$10.00 per LITRE

FUEL WITHOUT NITRO
82% METHANOL, 18% COOLPOWER oil
\$? US GALLON
\$? PER LITRE

Or, MIXED TO SUIT YOUR REQUIREMENTS

ALL PROFIT GOES TO THE CLUB
PLEASE BRING YOUR OWN CONTAINER

Contact: ALAN SMITH. 347 9312