

ROTORUA MODEL AIRCRAFT CLUB (INC)

NOVEMBER 2022 NEWSLETTER

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MŌ TĀTAU KATOA



Welcome to the November 2022 newsletter

After weeks of wind and rain last Wednesday turned out sunny warm with light winds. A large group attended with plenty of action all day.

The Ngatea Vintage meeting scheduled for the 5th was postponed till the 19th due to the weather. The 6th turned out another good day with an excellent turnout. By lunch time the wind had completely disappeared, and a Tomboy was seen just circling with a little rudder trim applied while the Tx remained untouched. Great to see Andrew McM's electric Tyro Major in the air. Andrew went home with a big smile on his face. Tim has pretty much conquered using the rudder on take off and had a couple of wings practise flights. My beat up old Mustang got dusted off and thrown round the sky a couple of times and Andy was flying at the speed of light as usual.

Next year the club will have been in existence for 75 years. To celebrate this, we will be inviting surrounding clubs to a flyin in March or April. The date will be advised shortly.

We will soon have some sun umbrellas for the pits that will be very welcome as we head into summer. Remember the sunscreen!

Labour weekend saw Alex hoast a helicopter event that was well supported and turned out to be a great success. Well done Alex! A report on the weekend follows.

Labour Weekend Fun Fly - Rotorua

First and foremost a BIG shout out to the Rotorua Aero Modelling Club for making their facilities available for the weekend and [Alex Mc Donald](#) for arranging this and running the BBQ lunch.

For those of you who have flown at this club, it has breath taking vistas and I found myself starrng at the scenery on more than one occasion over the weekend.

Also a BIG shout out to those who made the effort to attend the event and show your support, without it, there would be no event.

My personal thanks to [Alex Mc Donald](#) and his wife Tracey for accommodating me for the weekend.

Right let's get to the event.

The weather over the weekend could only be described as 'one out of a catalogue', brisk starts faded into simply beautiful days and the light winds certainly did nothing to dampen the enthusiasm to fly.

Day one saw 20 pilots in attendance and 43 helicopters and made for a busy and entertaining day. Day two the numbers dropped slightly to 13 pilots, but the slightly lower numbers did not diminish from the day's festivities.

South Africa were the country best represented by 6 of the 20 pilots being SA expats. Hey quick question, do you have an agreement that the last one left is going to turn the lights off when they leave? Oh that's right the lights are already turned off in South Africa, my bad.

Noteworthy points over the two days.

George Schneider made a big fuss on when we would be opening up the gates because he wanted to be there on opening only to turn up 36 minutes late. Typical Aucklanders and his excuses of heavy traffic did nothing to convince me.

[Dinh Cuu Pham](#) gave the most amazing displays of 3D flying, seemingly defying physics in the process. His flights were easily my favourites of the weekend.

[Steve Goodare](#) also put on some amazing flights and proved he has lost nothing during his hiatus.

George Schneider did a fantastic job of running a really fun hover contest where pilots had to take off, hover then land in a 30 second window. The closest to the time won the contest, well done [Matt Jones](#) to taking out the title!

[Steve Goodare](#) got my vote for the best in show with his bright orange Specter sporting a Maskpro canopy. Stunning looking helicopter that!

[Gavin Read](#) must of thought the same because when Steve wasn't looking he swiped Steve's canopy and put it on his helicopter. It took Steve ages to notice too!

[Stephen Elsworth](#) passed the practical for his WINGS. Well done to you Stephen.

Best crash would have to be [Alex Mc Donald](#)'s TREX500 when he smeared it across the field. Alex would also take the honours for killing the most helicopters. He came with three and left with nonoperational.

Most crashes on one helicopter was [Martin Engelbrecht](#) and his TRES 470 with two crashes in one day.

George Schneider, not satisfied with the way that [Alex Mc Donald](#) was coking the BBQ muscled in and took over (pushy Americans!). I have to say though that two of the sausages suffered irrecoverable burns as a result. How bad you ask, well they don't f*** around at the crematorium is all I can say!

[Gavin Read](#) had a heart in mouth moment when the locating pin for the autorotation bracket backed out on his Soxos Strike 700, allowing the swash to rotate and ping the links off the swash. All we could hear from the pits was a flutter of blades as it fell to its death. RIP Soxos.

Most people come to a fun fly to actually fly, but not [Alex Mc Donald](#). Day two he turned up with his TRES 600N only to discover that he left his exhaust behind at home. Yup that's right the whole exhaust system. 1.5 hours later he returned and fitted the exhaust only to find that the torque tube gears were stripped (damn that's unusual for an Align helicopter). Luckily [Stephen Engelbrecht](#) saved the day with a spare set. Finally getting the helicopter into the air he quickly blew a hole in the piston and his day was then done. Remind me, what is it that you do for a job Alex???

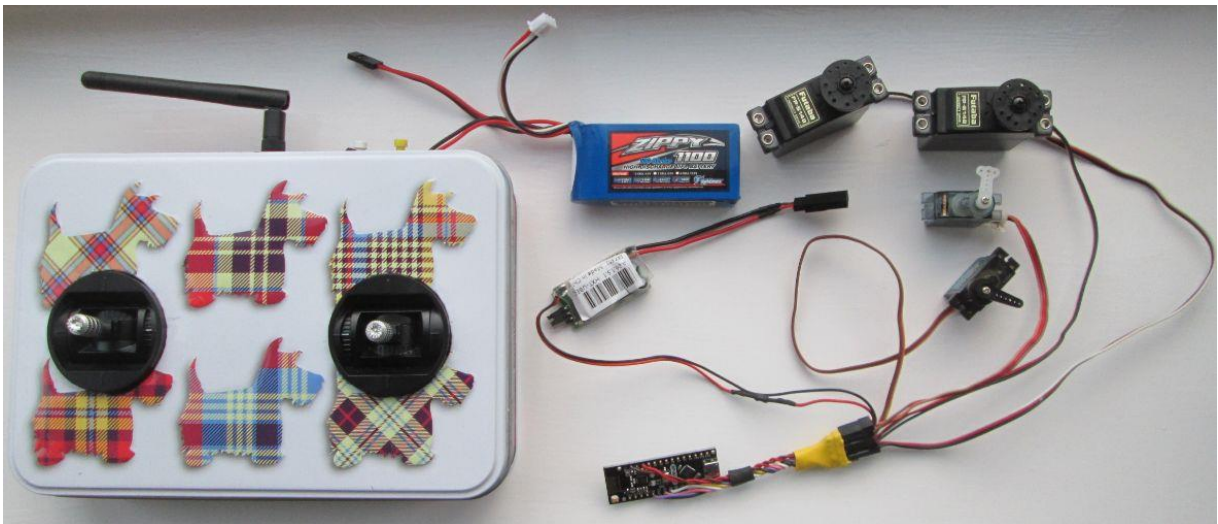
[Matt Jones](#) apparently did some really cool inverted autorotation's (unfortunately I missed seeing these and I strongly suspect the guys are pulling my leg) although I do know that he can do them.

It was also awesome to have some scale guys attend the event, Chris Ball and George Schneider.

All in all, I would like to thank everyone who attended the event for making it as epic as it was. Upon reflection, I couldn't think of a better group of people to have spent the weekend with and look forward to the next time we get together.

Don't forget that we have a Helicopter fun Fly at the 75th Nationals at Carterton in January. Let's make that event as good as this one has been.





Another Arduino NRF 24 Radio. This guy used of a biscuit tin for a Tx case



Dave with son Rohan on the buddy box

NOW HERE IS SOMETHING TO HAVE A CRACK AT

L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST

01/07/2022 – 30/06/2023

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests. The Tomboy Rally wants to prove the performance of this model along with the ability of the builder and pilot, without reaching the peak agonism of usual contests and only wishing to fly the model having fun in a relaxed manner. After having carried out some tests we have decided to admit the use of i.c. engines and electric motors trying to reduce the gap between them.

Model

- The 36" or 44" wing span (as per plan Aeromodeller) and 48" (as per Boddington plan or 36" scaled up) models are admitted;

- Models may be fitted with floats as per plan (scaled-up for 48" version);
- no minimum weight;
- reinforcement or lightening of the structure with respect of the basic outline of the original model are admitted;
- materials to be used are those found on the plan;
- plastic covering in place of tissue, silk or other is admitted.
- More than one person can use same model;
- Same model can flight in L.S. or float version;
- Lone fliers can self launch on time

Engine/motors

I.c. engines and electric motors are admitted within the following limits:

36"-44" WINGSPAN

I.C. Engines

- Any engine with 1 cc. maximum displacement;
- Fuel tank : 3 cc.
- R/C carburettor is admitted.

Electric Motors:

- Any electric motor is admitted with direct drive
- The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision;
- no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
- freely assembled admitted batteries;
- -450 mAh 2 cell LiPo
- separated batteries pack for Rx alimentation is allowed

48" WINGSPAN

I.C. Engines

- Any engine with 2, 5 cc. maximum displacement;
- Fuel tank : 6 cc.
- R/C carburettor is admitted.

Electric Motors:

- Any electric motor is admitted with direct drive

International Tomboy Rally

- The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision;
- no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
- freely assembled admitted batteries:
- -500 Mah 3 cell LiPo
- separated batteries pack for Rx alimentation is allowed

Flights and results

- Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result.
- Hand launches are admitted.
- The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model. Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.

Awards :

A diploma for all competitors and prizes for the first three in each version rank. Special prize for best flight in float version.

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th July 2023 to [Cuzio Santoni \(cuasantoni@tin.it\)](mailto:cuasantoni@tin.it) or to Gianfranco Luaso (gfl@orange.fr). Many pleasant flights and happy landings to ALL !!!

SPECIAL PRIZE VIC SMEED

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version (36" 44" or 48") taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed!
Good ROW and flight

SPECIAL PRIZE DAVID BECKER

The 2012 was the 5th edition of SAM 2001 Tomboy Rally and we have scheduled a special prize for the three best flights obtained with 36" Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 36" or 44" wingspan type. It is possible to use a R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground.
Good thermals

New Zealand modellers have competed in this event for several years and done well. More than one entrant can fly the same model! Any starters?
Anyone wanting to build a Tomboy after a plan give me a call.



MORRINSVILLE INDOOR EVENT

Last month you may remember the Morrinsville indoor meeting being advertised.

New member Andrew Mc Menamin attended and provided this report. It's a side of modelling that many won't have seen and thanks to Andrew who did some indoor flying back in the 1980s we have this report on this fascinating side of the hobby.

It was a pleasure to attend the Auckland Model Aero Club's hosted Morrinsville indoor and scale meeting on October 13th.

The Morrinsville hall is perfect with a curved, high ceiling and solid beams – no exposed framework to catch models!

I was welcomed immediately I walked through the door, by Stan Mauger, who also publishes "Slipstream" – the AMAC's newsletter, one of which he gave me to read.

At first I didn't think I knew anybody there but as I wandered around the tables, admiring models and asking questions, I found I was meeting old friends I hadn't seen since I left the AMAC to come back to Rotorua back in the mid-1980s. It was good to catch up with old members Arthur Pearce and Bill

McGarvey and sad to hear of the passing of members Trevor Martin and Bruce Keegan.

All the fliers were very welcoming and I was able to upskill quickly, learning about the latest refinements in the various classes there; Hangar Rat – which was new to me – Hand Launch Glider, microfilm, Open scale and Peanut.

I have previously competed in Peanut and HLG at the National, without much success. In Peanut, the old classic Lacey M10 was still a favorite, being perfectly proportioned for a rubber model, but there were others, such as a beautiful Lysander that flew very nicely as well.

HLG has changed, the models now have carbon fuselages, spar reinforcements and paper thin “flaps” over the trailing half of the wing which flatten the camber during the high speed launch then curve down as the airspeed falls to provide a high camber wing. I used to be happy with a low 20’s flight time, and these were getting 30 seconds without even reaching the top of the hall.

CO2 is still in use, but a new technology was an experimental electric model, using a fast charge capacitor instead of a motor, Peanut (13 inch span) sized and made with Depron foam sheet. Once trimmed, this model had approximately the same duration as the rubber scale models.

As well as the Hangar Rats, there were a few true duration models, with microfilm covered wings and built up balsa frame microfilm covered props. They fly more slowly than a walking pace and the turbulence of someone walking past will disturb their flight. They climb slowly and steadily to the ceiling where they achieve flights times of around 20 minutes.

All in all a very good meeting, held by a very welcoming club (like ours!) and very worth attending.



A very tidy indoor rubber scale model



Dave Jackson's Hangar Rat



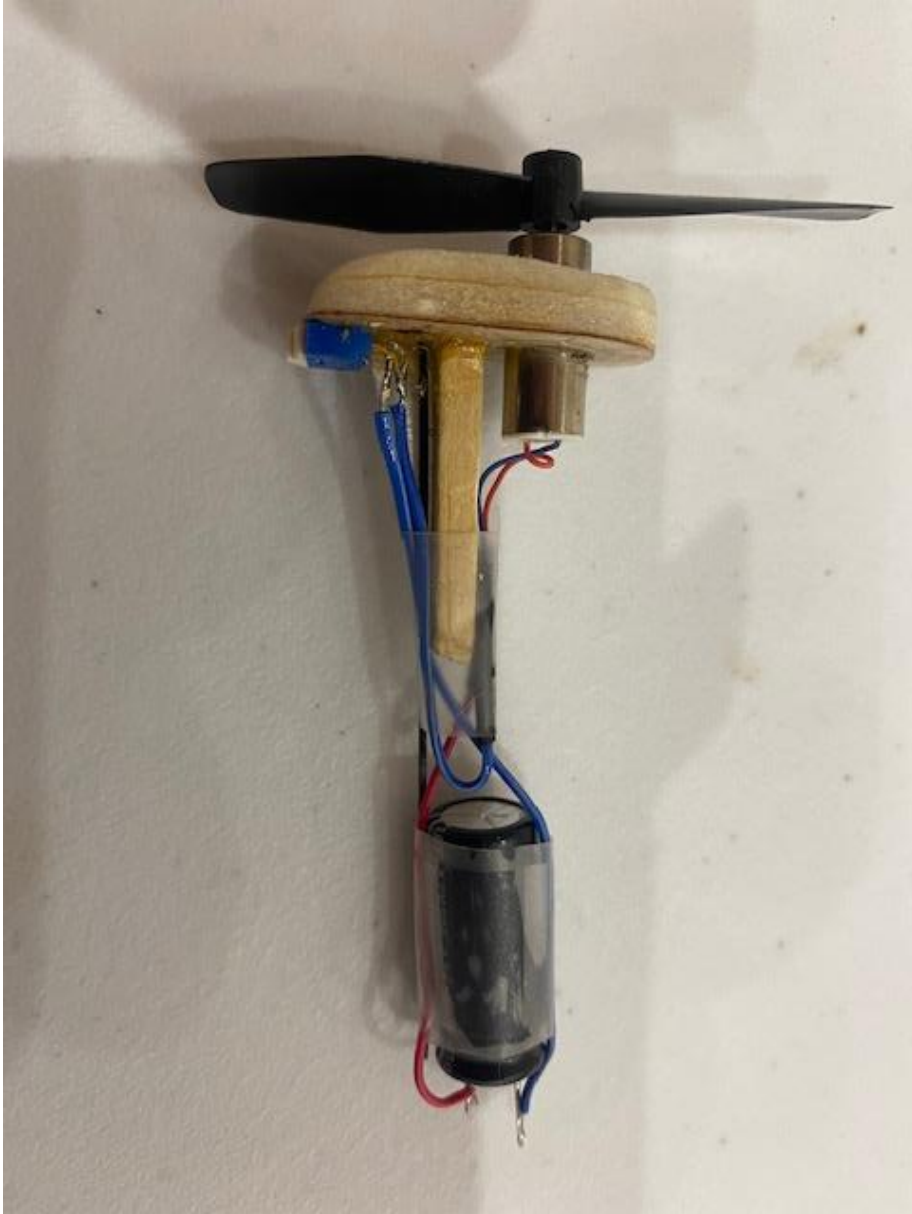
This model recorded a flight of 2m 25s



A CO2 powered model



Looks like some of these models are off Aeromodeller plans



An engine pod set up using a capacitor for energy storage

That's it for another month. Thanks to all the contributors. We are always looking for material for the newsletter. If you would like to tell us about your model or something else don't keep it a secret. Write an article about it for the newsletter!

Auckland Free Flight Gala

Saturday 11th Feb 2023

Proctor Road, Te Hoe, Waikato

Start 0900, finish 1400, awards and flyoffs to follow



A1, P30, E36, 1/2A power,

Kiwi power, Coupe, Mini Vintage*, all 3 x 120]

and Catapult glider, 6 x 60

Entry fee \$10 for the day and any number of events, juniors free.

***Mini Vintage** – Combines

- i) Miniature Replica ,
- ii) Gliders to 50 inch span,
- iii) Rubber up to 36 inch span

Organiser - David Ackery, email david.ackery@xtra.co.nz

For details of any of the above items contact

Contact Dave Little 027 784 8773

Coming Events

January 28/29	Waikato C/L champs Mercer
February 4	NgateaVintage Meeting
February 11	Auckland F/F Gala Proctor Rd
March 4	Airsail vintage meeting
April 8	Tuakau vintage meeting

**Subs for the
2022/23
year**

		MFNZ	TOTAL
Senior	\$115	\$95	\$210
Junior	\$45	\$30	\$75
Associate	\$115		\$115
(Member of another club with current MFNZ membership)			
Social (non flying)	\$50	-	\$50

Payment can be made to ANZ account # 116102_0913131_11 Include your name in the details