

ROTORUA MODEL AIRCRAFT CLUB (INC)

DECEMBER 2020 NEWSLETTER

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Welcome to the December 2020 newsletter.

Merry Christmas and Happy New Year.

The annual Club BBQ will be held on Sunday Dec 20th.

As usual this will be a BYO affair.

The year is almost over and what an interesting one it has been. From an active summer to a locked down autumn, cancelled travel plans and now the wet and windy weather of spring and early summer. This has not deterred our flying activities. Some new models have appeared on the scene and we have gained a few new members. Several visits to other club events have been made and Dave T is planning to compete at the Nats over the new year break.

Three members competed at the Blackfeet Fliers vintage meeting last month. Dave T and Andy H attended on the Saturday and Dave L and John R went up for the Sunday effort. The wind was a challenge on both days and flying was abandoned early afternoon on the Sunday. Some strong lift was around, and some excellent times were recorded. Rotorua took out 1st, 2nd & 4th in Vintage Precision. 1st & 2nd in 1/2A Texaco. 1st in Classical Precision. 1st, 2nd & 3rd in Vintage Duration and 1st in Classical Duration. Not a bad effort for three fliers.

The most impressive model of the day was Martin Evan's Tom Thumb a scaled down Tomboy of just 600mm wingspan. This electric powered 3ch handled the wind without any problems.



Martin Evans with his Tom Thumb



If you look closely you may see a Glow Worm having a nap.

Hundreds of acres of flat unobstructed land and one tree

The radio went into failsafe mode. It later blew down with minor damage.

As the weather heats up and things dry out take extra care with anything which may be a fire risk. There are fire extinguishers in the tower, clubhouse and container as well as a bin full of sand outside the tower if the need ever arises.

The AGM will be held in February Date to be advised



MORE NGATEA ACTION



Dave concentrates on the take off while Andy drives the stopwatch

Colin Teasdale has been beaver away on the construction of his superb Decathlon for some time. Last Week it finally took to the air. This is a LARGE model with a 60cc petrol engine up front. Colin very wisely registered the build with MFNZ large model SIG and had it inspected at various stages along the way by Ray our very own registered large model inspector. After a thorough perflight inspection and range checks with the engine running it was time to fly.

After a short run it left into the air and after a few exciting moments and some trimming a very happy Colin had a smile from ear to ear. The Engine ran without fault and the landing couldn't have been better. Well done Colin!

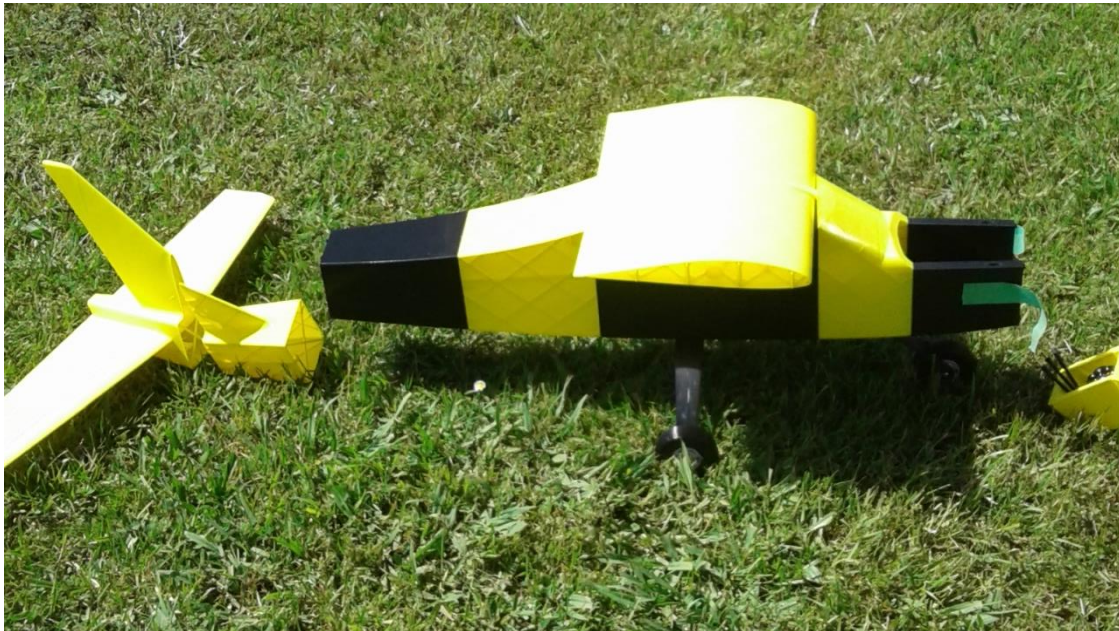


The DLE 60 with the cowl off for the first flight



Three wise men? It must be Christmas

At the other end of the scale Neal has been 3D printing a model



This is very light and some of the reinforcing structure can be seen



Looking at the wing structure

Neal is now becoming the Club expert on 3D printing after turning out all sorts of things like pilots, guns and cowls as well as models. Can't wait to see this one in the air.

FROM THE PRES

This month's flying activities has been rudely affected by the weather. Myself, Andrew H, John R and Dave L went to the Ngatea vintage meeting which was held over a whole weekend I went on the Saturday with Andrew as my timer and his first experience of vintage. I flew three models and after a rocky start with my Saito 72 when it would not run reliably, I got it sorted and the rest of the day went well. The wind was very gusty, but I completed all fifteen flights without incident. It makes a busy day with three models!

JR and DL went on the Sunday and by all accounts it was even windier. They both flew better than I did so I need to sharpen up for the Nats! which will be the next outing. The runway at the field was very bad, long grass and very rough. The host club's mower was stolen a few months back and then the cows got in during the lockdown so they are still in recovery mode.

The Hamilton float fly at Lake Kainui was very interesting. It's a lovely spot and there was a good turnout of HMAAC members and others from Auckland. The wind was again very gusty, cool and strong, so only a few pilots braved the conditions. For me, the outstanding pilot was one who flew a variety of home built electric foam models, the way that he handled them in the strong winds was amazing. A couple of models ended up in the drink due to the tricky landing conditions.

The next meeting is April 2021, and I am very tempted to get a set of floats and have a go. Use a cheap RX and HK servos and if they get wet it's not too much of a loss. With a gentle breeze it must be a great day out.

The TECT park anniversary weekend was also dogged by indifferent weather. Saturday was very breezy and of course it rained all Sunday. The big aerotow gliders seemed unaffected by the wind and apart from some bouncy landings there was only one incident when a glider turned too slow during landing, and tip stalled into the bush. The TMAAC club have now extended the clear boundary of the field and it has less surrounding bush than we have, the runways are also in excellent condition. There were few sport RC models flying but the aerotow models dominated with pilots from Wellington, Whangarei, Palmerston N, and New Plymouth. I was hoping to get some aerotow experience with my model but decided that the conditions were a bit too challenging for a first try. I flew my Spectra and surprised myself by finding some lift as I was blown rapidly downwind.

Bill De Renzi showed me the plans of his ½ scale, **9.5m** span, 1936 scale glider that he is about to start building. He has a new 170cc powered tug that is yet to be fully commissioned, but I doubt that will be big enough to pull a model of 9.5m span. It will be a sight to see when it flies.

During the meeting the subject of drones came up. There were over 270,000 recreational drone users identified in the recent CAA survey on RPAV's, seems an incredible number to me, I wonder how many were just model aircraft. Why don't they get a sensible definition?

The images below show what we mean by drones in this survey.



The Waharoa scale meeting was a success and by all accounts from Ray Philpot who spectated there were some good models there.

The unsettled weather has caused chaos with the plans for our Wed BBQ etc. I don't think I have flown at the field on a Wed this month. Maybe when the weather has settled, we can revisit the idea.

Thanks to the efforts of your committee the field gate now has a latch that will hopefully keep the gate closed if by chance the padlock is not locked.

One Friday with good conditions, I did maiden my new Strutter and described last month. After some extended taxiing trials, the model left the ground and everything went quite well except that the engine was well off tune and lost power above $\frac{1}{2}$ throttle, then after about five minutes flying the engine quit due to a dry tank. I was able to turn and land without stalling in, so it is encouraging that the model has reasonable slow flying capability.

The other result from the flight was the failure of **both** wheels due to the bond between each half giving way. Maybe it was taxiing trials and the sideways forces resulting from when I swerved over sideways a couple of times. They have now been re-bonded and reinforced, hopefully to provide no more problems.

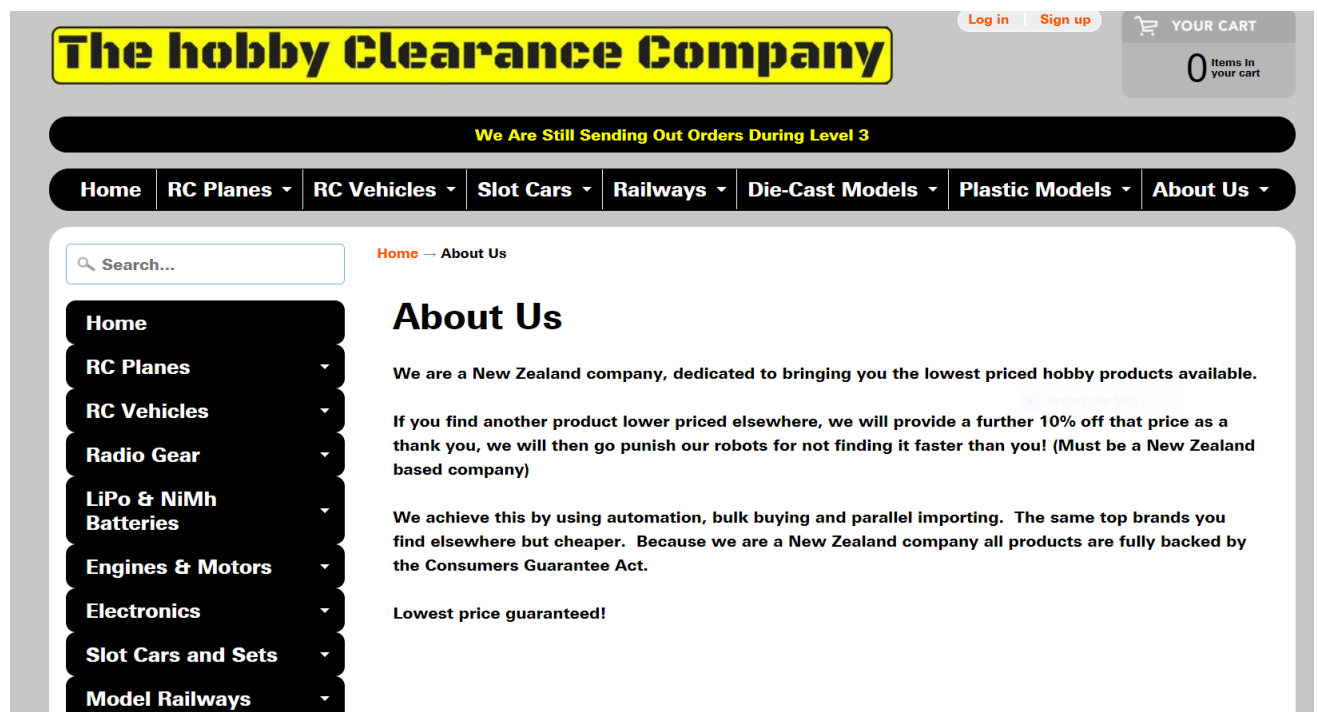


The split wheels after the Strutter maiden flight.

Back in the workshop I decided that the 8oz fuel tank was probably a little small and decided to fit a 12oz tank. I googled “Dubro 12oz fuel tank” to find a local supply source. The usual retail suppliers came up but the main result that appeared was the “Hobby Clearance Company”

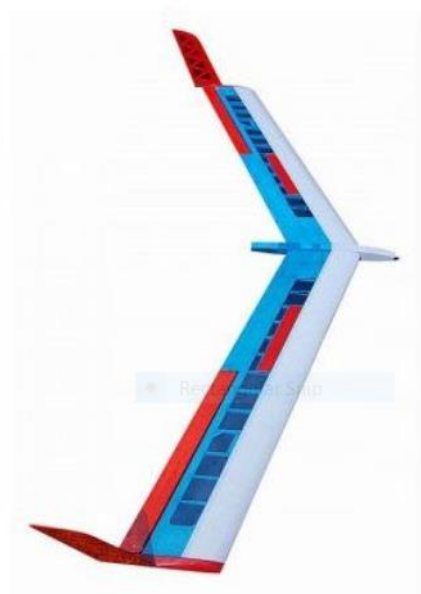
After a quick check on prices and shipping, the HCC won by a good margin so I ordered it. Having never heard of this NZ source of modelling parts I was a little apprehensive and then decided that I should see what else they stocked and was dismayed to see that the tank I had just ordered was shown as out of stock. This was Sunday at 2pm so I sent an email asking for clarification and at 4pm received a pleasant reply from “John” saying that I had got the last one and that was why the web page now showed OOS. The reply also said the tank would be shipped on Monday. **And so it was!** On Tuesday it arrived and was promptly fitted.

I was really impressed by the HCC web site and ordering systems. It was flawless and fast. Also, if you go to the web site and search the various sections (the menu is easy to use) you will find an amazing range of materials. The whole Dubro accessory range seems to be there and, in the building materials section was a vast range of K & S metal materials. And just look at this!



This company has an interesting range of stock, and as the name suggests it looks like the stock comes from diverse sources. e.g. a good selection of Dubro spinners, but not one propeller.

Back when the NZ CV lockdown was in place, I was pondering the purchase of an Austrian flying wing glider kit called the Dart which is a Rudder, Elevator, Spoiler (RES) competition model popular in Europe. Before I made up my mind they went out of stock.



During November they came back in stock, and I decided I needed (had to have) the electric version of one. The order was placed with the UK agent and three days later the UK went into complete lockdown. Fortunately, my kit was shipped out hours before the freighters shut down and the kit arrived here two weeks later.

Here is a part of the bill of sale, one of the RC accs was a spinner and the other was folding prop blades. It's interesting to see the diversity of countries involved. The film was Oracover.

<i>Weight Kg</i>	<i>Description</i>	<i>HS Tariff Code</i>	<i>Country of Origin</i>	
2.0	Model Glider Kit	9503 00 75	Austria	
0.2	Polyester film	3919 90 80	Germany	
0.1	RC accessories	9503 00 75	Bulgaria	
0.1	RC accessories	9503 00 75	Ukraine	
0.1	Motor for model glider	8501 31 00	Hong Kong	
2.5	Total Gross Wt Kg	5.0	Total Value	
CFR	Credit Terms	PIA	Freight	
			Insurance	
			Invoice Total	

As best of my knowledge the

Construction is now under way, and house repairs etc are delayed yet again.

Compliments of the season to one and all. This will be my last contribution to the bulletin until February.

COMING EVENTS

December	20 th Club BBQ
February	Waikato Control line champs at Mercer
February	20 & 21 Airsail Vintage meeting
March	20 & 21 Blackfoot Vintage meeting at Ngatea

CLUB FUEL

METHANOL \$2.50 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
\$25.80 US GALLON
\$6.80 PER LITRE

Or, MIXED TO SUIT YOUR REQUIREMENTS

ALL PROFIT GOES TO THE CLUB
PLEASE BRING YOUR OWN CONTAINER

Contact: ALAN SMITH. 347 9312