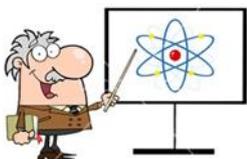


Warren's flight simulator

What do you do when the weather is against you and you want to go flying? Pictured is Warren King's home built flight simulator. This has full size aircraft controls, floor mounted yoke, rudder pedals, and 7 screens. This has been seven years in the making. Warren claims he has flown around the world twice in a DC3, landing at every little airstrip on the way.

Professor Flapbracket on Flight Batteries



Just recently, one of our members was flying a large glow machine when on the third flight he kept getting intermittent loss of control. Fortunately, he was able to recover, and very carefully completed the circuit and landed successfully. The battery voltage indicator showed green and the initial suspect was a faulty servo. It was not until the servo was placed under load that the voltage indicator went into the red. The battery was several years old and had been through many charge/discharge cycles.

The plane was controlled via a 2.4 GHz radio system and one of the characteristics of these radios is that they lose their bind if the battery voltage drops below around 3.6V. This was the cause of the problem.

- The plane was fitted with a 4 cell NiMH battery pack and under no load it showed a full 4.8 volts.
- One cell was faulty which meant that under load, the voltage dropped down to 3.6 V which is the threshold for safe operation of the radio system.

The solution is to use a 5 cell battery pack. This gives a supply voltage of 6V and if one cell fails, you will still have a safe 4.8V to supply the radio. It's a cheap solution to a problem which can strike at any time, particularly with an old battery, and which is almost certain to result in loss of a model.

Andy Avgas (junior reporter)



Andy finds the recent comments by the MFNZ Secretary in the November Model Flying World to be “somewhat curious”. Apart from the completely erroneous challenge of a few members conduct in the build-up to the AGM, he has published an intriguing extract from the insurance policy, in which he says that members must not disclose the existence of the policy or any of the contents. This is secret squirrel cold war stuff so listen carefully – I will say zis only vunce.

- MFNZ have to date refused to provide a copy of the policy wording. The restriction on disclosure of the existence of the policy was not known to TMAC prior to the recent Model Flying World statement. On the contrary we have always advised new members that the requirement to be a member of MFNZ is so that the new member can benefit from insurance cover. The cat got out of the bag a long time ago and the existence of the insurance policy is well known to the model aviation community and associated parties. Its too late to impose a cone of silence now.
- If we are not allowed a copy of the policy how do we as individual members gain comfort that our risks are fully covered? Andy is uncomfortable that we are being asked to accept oral reassurance which might be found lacking if put to the test. Andy is not aware of any limitations or exemptions of cover which he would otherwise seek to fill.
- If we are not allowed to disclose the existence of the policy, how do we as a club, provide assurance to our landlord TECT Park, that we have cover in the event of eg a forest fire. Failure to provide this information could put our tenancy at risk.

Full disclosure of insurance is a common requirement in civil engineering contracting. The Principal will often seek full auditable details of policies, including financial status of the insurer, confirmation that the premium has been paid and that the policy is in force. The stance taken by the MFNZ insurer is not helpful. Ultimately, the MFNZ insurance cover is looking increasingly redundant as many house contents policies include cover for RPAS (remote piloted aerial systems). If this cover is acceptable to TECT Park management, this option would have significant implications for our relationship with MFNZ.

Fixing that unscheduled instantaneous disassembly. (article by Roger Peddle)

I will always remember the 25th February 2017. It was the day that my beautiful Astro Hog bit the dust very unceremoniously at the TECT field. It was a brilliant day no wind and best of all no cloud but as I was turning left off the Northern downwind leg I flew too far to the West, subsequently I flew into the sun and totally lost sight of the model. I had absolutely no idea where it was until I heard the heavy thud as it hit the ground about 30 meters from the flying box. Somehow, I had got it into a dive so that my efforts to find it somewhere over the bush were fruitless.

Crashing models is an occupational hazard for pilots of model aircraft and although I hate doing it, it has never worried me too much, however in this case the Hog was purchased from John Leonard's Estate and therefore it held sentimental value to me personally, it was also the last model John ever made. It was built to his usual exceptional craftsmanship and here it was in shreds – bugga!



On looking down at this pile of shredded balsa and ply I felt sick. It was such a mess and the angle of descent was so acute that the shredded pieces didn't even go far from the crash site. The fuel tank had split and there was fuel everywhere. Those members that were present said it was a total right off, and it was really, except to say that it was a model that I loved flying and the fact that John had made such a good job of building it, it gave me the incentive to consider a rebuild.

The last model I built was when I was 12 years old so the poor old Hog sat in the shed basically in a plastic bag until I got over the shock and felt comfortable enough to make a start on the restoration job. Once I got started I was able to use the skills John had taught me and I began to really enjoy it.

The first job was to try and reassemble all the fuselage pieces, a bit like a jigsaw. I did this for two reasons, one because I wanted to reuse as many pieces from the original model (sentimental value) and secondly it helped with the formation of the basic shape and dimensions. It wasn't easy but because I had most of the shards of wood it was possible.

I had to take some advice from Andy Avgas because I didn't know how to bend and curve balsa to form the fuselage over the top of the fuel tank. I shouldn't really let his secret out of the bag but he suggested that I just soak it in warm water, shape the balsa and clamp it in place until it dries; worked a treat. Thanks Andy.



After months and months of work John's Hog started to take shape again and eventually I was in a position to begin the recovering job. The only part of the fuselage that didn't need restoration was the tail.

The next step was to start on the wings. I felt the best way to attack this was to strip the covering off and take a look inside, just as well too as although half of one wing looked ok it was in fact munted inside. Again, this took ages to complete but eventually it was good enough to recover. I

had never done any recovering before so again it was a big learning curve for me. Our President extraordinaire, Bill deRenzy, came to the rescue and put me on the straight and narrow, in fact Bill and Roger Hutson helped in many ways and I think there is a lesson here and that is; don't be afraid to ask for help from fellow members.

The whole thing has been an education for me but I must say it's been so worthwhile. The restoration maiden flight took place on the 14th November nine months after the dreaded event of 25th February.

The lessons learnt; firstly, don't fly into the sun and secondly if you do have a mishap, and we all do, give restoration a go you'll be surprised what you can achieve, I now feel confident enough to take on a new build where I would have been hesitant before.



Correction

Last month's newsletter reported Bill's project as a Bidule 111. Bill has pointed out that his is a Bidule 170, with 170cc DLE motor. Even bigger! Bill's plane is 3.48 m wingspan and will weigh 21Kg.

see youtu.be/noPQUerNskA

EVENT REMINDER - Saturday, 20th January 2018: Classics Of The Sky - Tauranga City Air Show - Classic Flyers are thrilled to announce the Royal New Zealand Air Force will deploy the Black Falcons aerobatic team to their annual Tauranga City Air Show. The RNZAF plan to involve other aircraft as part of their display in addition to the Black Falcons. Amongst an excellent line-up of ex-military and aerobatic aircraft will be another crowd favourite; the "Roaring Forties" Harvard aerobatic team with their trade mark propeller snarl and the bark of big radial engines operating at high speed. As always the show will be held at [Tauranga Airport](#). For more information keep an eye on [The Classics Of The Sky website](#).

New Signage at TECT Park



The new signs are looking good and provide much better guidance to our flying site.

For prospective members – the flying site is outside the range of the paintball guns !

Committee members needed

We are running out of committee members. We now have Mark Sibley and Warren King out of action for a while and this leaves us with only Bill, Roger, Gary and Dave driving this ship. Our quorum for committee meetings is 5 so technically we are operating outside the bounds of our rules. We need more brains around the table to discuss our future and plan and direct our year's activities. Its good fun with a great team and a chance to get those little grey cells sparking again. We meet once a month and even provide supper!

Please call either Dave 021 909407 or Bill 027 478 8594 to register your interest.

Projects update

Container amenities unit

- The waste water soakage pit has been drilled and surplus soil removed.
- Waste water plumbing, tank water plumbing and the electrical system have been installed.
- The toilet is now functional. The electric master switch must be turned on for the water pump to activate.

When locking up the container, please ensure that the electric master switch is tuned off.

Outfield Mulching

- This has been delayed initially due to bad weather and more recently to an equipment failure. The contractor is currently working through a backlog and expects to be able to do our mulching in the next 2 weeks

Ongoing projects include replacing the main windsock, filling in depressions in the driveway, selling the Toro mower, installing concrete pads for large model starting, and line marking of the runway and pits areas.

Links

- Formation flying – Five airbus 350s <https://www.youtube.com/embed/gl4jWYZLeHQ>
- Nationals 3-7 Jan <http://modelflyingnz.org/nats/>
- Nine meter Quintus Glider – Houston we have a problem <https://www.youtube.com/watch?v=23Woei-LYpw>
- Aircraft of the Shuttleworth Club. A 60 minute documentary showing aircraft in chronological order from the first pioneers to the end of WW2. Well worth a watch. <https://www.youtubecom/watch?v=bV7nFXhL8QY>

This is the last newsletter for 2017. The next newsletter will be February. Thanks to all who have contributed articles and photos, and to all those members and hangers-on who have helped with projects over the year. We have made substantial progress with improving our facilities and it's a credit to all those who contributed their time.

YOUR CLUB



That's all for this month – safe and successful flying to all

Dave Marriott - Editor.

contact - taurangamodelfly@gmail.com

