



The Gyro group paid us a visit

### AGM 2018

This was attended by 25 members. The formal part of the meeting went very quickly with the President’s report, Treasurer’s report and Financial Statements being accepted without any challenge or discussion. Bill spoke of the achievements over the last 12 months, in particular the completion of the amenities container project and the outfield mulching project. The Club has sufficient reserves to fund disking and seeding of the outfield area to keep this area under control. Bill acknowledged the services of previous President Mark Sibley who unfortunately died late last year after a relatively short journey with cancer. Roger’s accounts show that we have finished the year with an increase in reserves of approx \$4000 compared to last year. While some of this is attributable to earlier receipt of membership fees the underlying story is that the majority of projects have been based on external funding and have been achieved on budget, with no call on club funds. Normal club operating expenses have been covered by membership fees and auction proceeds.

Overall the lack of challenges to the activities and performance of the committee can be attributed to an indication that club is highly cohesive with a high degree of confidence in the committee. The total meeting was 25 minutes, including presentation of trophies. (Unlike a certain National body whose AGM’s have become a long drawn out confrontational nonsense).

Most of the previous committee have stood again and there were no new nominations. Bill has taken over the role of President and Gary has taken up the Vice President’s position.

The new committee comprises:-

Position	Appointment
President	Bill de Renzy
Vice President	Gary Powell
Treasurer	Roger Peddle
Secretary	Dave Marriott
General Committee (up to 5)	Warren King
	Rob Morgan
	Richard Thompson

If anyone would like a copy of the President’s or Treasurer’s reports, please let me know.



### Awards

There were two awards made at the AGM. These were:-

The **Graham Corkhill Cup**, for most valued club member who has contributed most to the services of the Club, was awarded to the Amenities Container Working Group. Tony Christiansen accepted the trophy on behalf of the group.

The **Trevor Hely Trophy**, for most improved flyer was awarded to junior member Dominic Clarke. This award was received with acclamation.

## Discussion topics

After the AGM we had two presentations.

- **Large** - The first was from ex-President Roger Hutson. Roger was one of the key drivers of building the



model flying facility at TECT Park. Roger informed attendees that our field was designed to accommodate large models and now that the outfield has been tamed we should look forward to more large models being flown there. Currently our club is the home to flyers of gliders, electric foamies and small to medium nitro planes. Roger invites flyers of jets, large petrol, scale, multiengine or other complex aviation machines to come and sample our facilities.

- **Small** - Gary Powell talked about his plans for indoor flying over the winter period. Currently we are looking at renting the Mount Stadium for 6 sessions over May, June and July – expected to be Sunday afternoon 2.30-4.30, but this is subject to availability. Gary, Rob and Bill demonstrated a range of indoor models that would be suitable. These ranged from the popular ‘Hangar Rat’, to a lightweight scale 4 channel Piper Cub and Spitfire. At the meeting more than 6 members expressed an interest in building a Hangar Rat.



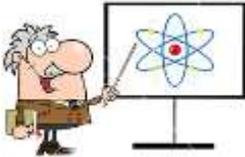
## Methanol purchase

In a previous Newsletter I sought interest from members wanting a bulk supply of methanol. Unfortunately, this did not generate sufficient interest in buying a 200 litre drum. However, I have found a local supplier who is prepared to sell methanol to our members on a bring your own container basis. This is Green Bros at the Mount. Green Bros are a performance rotary engine specialist and are involved in the drag racing community. This is seasonal and they are more likely to have stock in the summer than the winter. Ask for Chris or Richard.

## Introducing the editorial team

At the AGM. President Bill thanked the newsletter team for their efforts in keeping members up to date with events. For those who are newcomers to the club, our newsletter is highly dependent upon input from members – photos, how to’s, how not to’s, gossip and other newsworthy items. **Please keep those contributions coming.**

Supporting the editor we have a small crew of specialists. These are:-

 <p><b>Andy Avgas.</b> Andy is a junior reporter and a general observer of things which happen. He is frequently present at major events. He is very rarely seen in public and it is believed he adopts disguises to maintain his anonymity. Some say he is the ghost of members past, who mischievously leaves your transmitter behind when you go flying, or who makes sure your batteries are flat when you arrive at the field. Any sightings should be reported to the editor who wants to ask Andy to explain his expenses.</p>	 <p><b>Professor Flapbracket</b> – is an expert on all things technical and is author of the best seller “100 ways to fall from the sky”, building on his personal experiences. (Volume 2 is currently in print). Prof. Flapbracket tends to favour anything which is noisy, spews oil and smoke, and is made of real materials like balsa and plywood.</p>	 <p>And more recently <b>Fred Propwash.</b> Fred is in his teens and has a fascination for all things related to flying, or which go bang. Fred represents the new breed of modellers. He is environmentally responsible and flies electric foamies made of recycled lentil packaging. He understands concepts like “trimming accelerometer gain” and “negative forward feedback”.</p>
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## Visit by Gyrocopters (Dave M).

During the month we hosted the local gyrocopter group for a meet and greet at TECT Park. Six machines turned up and made easy landings on our main runway. Mike O'Rourke offered to take 2 club members for a flight and we organised a raffle draw for this. The lucky winners were



The first arrival

Richard Brown and Pete Johnstone. While they were airborne Dave M. and Roger P. cranked up the BBQ. When he landed Pete told me not to eat too much as he had organised a third flight for me. This was great – It took two take-off attempts to get my bulk off the ground in the available runway but once airborne these machines are highly manoeuvrable. It's a bit disconcerting for the first few seconds as while you are harnessed in, there are no doors and nothing to hang on to. You feel quite exposed. I found that the best way to enjoy the ride was like riding a motor bike – ie leaning with the machine into the corners. Mike

did several low passes down the runway and then he proceeded to do a series of what in a fixed wing aircraft would be called a stall turn – climbing vertically, then rotating the fuselage so it was pointing vertically down, and then diving before a hard pull out and back down the runway. He also tried flying sideways and backwards. We then went for a tour around TECT Park visiting all the shooting ranges, 4WD driving circuits, trail bike courses etc. Then back to do a controlled autorotation onto the airstrip, with a last-minute flare and a car length roll until stopped. Great fun – and I kept my lunch! I am going to ask the Committee if TMAC could start fundraising to buy one – I am sure I will get their support.



Mike O'Rourke does a pre-flight check



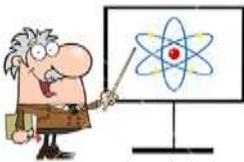
Pete Johnstone flypast

## Snippets

- With winter just around the corner TECT Park are reverting to their winter roster. What that means is that there won't be a Ranger on duty all weekend, every weekend.
- Have you checked the weather station recently? – it has a new layout and better access to historical data.
- The Ferris mower has been serviced at 100 hours – ashtray emptied, cut and polish, go fast stripes added, tyres pumped up. We have owned this for just over 12 months so it works out at 2 hours mowing per week. At this rate it will last 20 years before we need to consider replacement.

- We have been discussing insurance with MFNZ. The earlier policy with Aon/Lloyds has expired but has been extended for a month while MFNZ negotiates a new deal. This is expected to be in place in a month's time. We are advised that the 'non-disclosure' clause has been dropped, which means that the nonsensical previous position of not being able to tell anyone that we have insurance, is over.
- **Auction June 17<sup>th</sup>**. This is fast approaching, so have a look in your attic or workshop for those gems to sell and create that list of things that you want to buy. This year we missed the deadline for the Model Flying News and so have sent direct notices to all the model flyers we have email addresses for. This may mean some of you have received multiple notices so you have no excuse for not putting it in your diary.
- Our new line marker has arrived and will be used to mark out the perimeter of the runways, taxiways and pits. This will assist the mowing crew who currently in an attempt to be thorough, generally mow outside the existing edge, with the consequence that the runway is growing in width. Its not a problem for flyers but it does increase the mowing time and use more fuel than needed.
- New LED lights have been installed in the toilet. This means that you should be able to better orient your willy and hit the target every time.
- We have sold the old Toro gang mower. (thanks Gary). Proceeds will go to funding future projects.

### Learning experiences (Prof Flapbracket)



It is a well known fact that the best way to learn is from mistakes – preferably someone else's !

This month Prof Flapbracket has observed two incidents which are worthy of mention.

- Pilot D had a robust landing last time he went flying and on his next time at the field, his engine would not start. The cause – the pickup tube in the fuel tank had inverted and had pinched the fuel tube flat. A simple fix but annoying as it took some time to access the tank.
- Pilot R flew the previous day but did not charge his flight battery afterwards. On the next day his plane flew OK for a few circuits and then all control was lost resulting in a small crater in our runway. Fortunately, the model is rebuildable. Lesson – use a battery checker before each flight. Check the voltage under load – eg by stalling a servo.

Always remember that it takes 100 things to go right for a successful flight, but one thing wrong can ruin your day.

### Looking for a simple way to cut out those components? (From Rob Dowding)

Rob has recently joined us having moved to Tauranga from Seth Efrika. Rob has several precision computer controlled machines which could be of use to our builders.

*"Many of the large format, precision laser and CNC routing machines that I have, would be ideal for making models. The speedy 500 has a bed size of 1248mm x any length and the Speedy 300 is 433 x 729mm (it is exceptionally fast, producing small items rapidly) the Vision router / engraver has a bed size of 610mm x any length.*

*Once I get myself established in whatever it is that I end up doing, I would be happy to discuss using some of these machines to help the club produce items that could possibly be used to grow the hobby. (either to help produce these larger models or to produce kits that youngsters could get started on)*

*I also have quite a bit of fibre glassing knowledge, mould make and silicone mould making skills, together with cutting foam core wings and vacuum bagging, so if anyone was interested in doing that I would be more than willing to get something going once I find my feet"*



## Glider Tow gathering in Omarama – (by Bill De Renzy)



My gliding buddy Rob arrived in his van pick me up on Thursday afternoon, after packing in my model we headed to Wellington to catch the late ferry. We boarded and ate a meal and crashed until our wakeup call at 5.30am when we continued south. We arrived at 6.00pm on Friday evening and had the usual beer and catch up with everyone and dinner at the local hotel.

Saturday was blowing 20 to 30 knots and the general consensus at the 9.00am pilots briefing was that flying was cancelled for the day however at 11.00am there was going to be a talk from Gavin Wills – Director of Glide Omarama about mountain soaring and the gliding business based at the Omarama field. All the tow pilots got themselves assembled on Saturday morning but I don't think anyone rigged a glider.

Gavin presented great talk & really interesting which lasted about 1.5 hrs and lots of people staying on afterwards to ask questions. I got all enthusiastic about full size gliding again, I did quite a bit of full size as a young man – I quizzed him about a 2.5 Hr ride which was organised and arranged for Sunday 1.00pm and he would take me.

Saturday afternoon we went up a local mountain (they are quite close by down there) to watch Alex Hewson do some DS (Dynamic Soaring) where he got to 320 Mph during the afternoon (His best is more than 400 mph). We were all hiding behind the rocks and ready to duck. A great show to watch and the sound of a glider at that speed is unbelievable. Dinner that night was a smorgasbord and a few drinks with more than 30 of us attending.

Sunday dawned with the obligatory frost on the ground – Crystal clear skies and sunshine and not a breath of

wind. We were all at the field by 8.30 and putting gliders together. The first launches (aero Tow) were kicking off by 9.00am and I had some good flying in the morning with a couple of half hour flights. After lunch the air went crazy with lift everywhere and I think by 3.00pm every glider was in the air at the same time?? So I was told, I was elsewhere. I was in the air in the Duo Discus gaining altitude in the wave. We left Omarama on tow behind the Pawnee heading south for about 5 Km's and released at 4,500ft into wave. We climbed to about 12,000 ft and headed further south getting to just over 18,000 ft and we turned and headed to the east coast and flew out between Oamaru and



the Moeraki Boulders, we passed into commercial airspace at 14,500 ft with Air NZ going underneath us. We flew half way back towards Omarama turning North and up towards Christchurch before heading back to Omarama. On the tow Gavin said let's see if you remember how to fly and I did the tow up after he had done the take off. His comment after release was – well you haven't forgotten much so you can do the flying, I ended up doing probably more than 80% which was fantastic. On the way home I telephoned Rob to ask if the flying had finished for the day which it had, I told him to expect some full size aero's when we got back. I was able to arrive over the field at more than 3,000ft so Gavin put on a wonderful display for the spectators with aerobatics which culminated with three very low and fast passes across the crowd before landing. The best 4.5 Hrs I have enjoyed in a long time – Fantastic skies and visibility, a great pilot guide and interesting conversation, I would have no hesitation in recommending a flight with this company.

Monday morning it was up early and we departed for the ferry arriving at bang on 6.00pm. Dinner on board, a shower and a sleep before heading North for the long drive arriving at home in Tauranga at 5.00am. A few hours sleep before Rob headed back to Auckland. A great weekend with more than thirty glider pilots registered as well as half a dozen tow aircraft to haul everyone aloft. Models ranged from 2.5 mtr gliders from Hobby King to 50% of full size – the heaviest around the 28Kg and a wingspan of 7.5 mtrs.

Large models within the gliding fraternity are becoming the norm rather than the exception with 14 of the gliders present at 6.0 mtrs wingspan.

We have a cameraman there filming for the weekend and when that becomes available I will get the secretary to make it available to everyone.

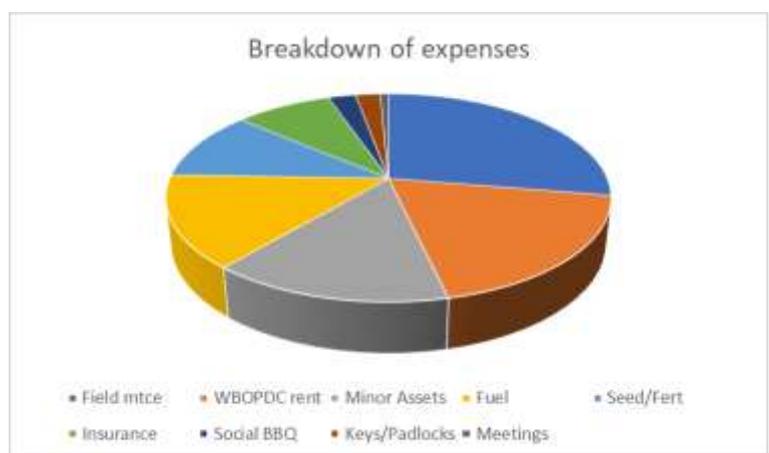


## Links

- New mower? [http://www.nzherald.co.nz/technology/news/article.cfm?c\\_id=5&objectid=12015750](http://www.nzherald.co.nz/technology/news/article.cfm?c_id=5&objectid=12015750)
- Why you should never overcharge LiPo batteries:- <https://www.youtube.com/watch?v=FS5wqiMX8Pw>
- (From Dean Hill) For those with Netflix. There is an excellent series called Plane Resurrection, the lengths some clever buggers will go to, to restore warbirds.. It's a great watch
- Building a ducted fan Blackbird. Of course, we all have a CNC milling machine in the garage. <https://youtu.be/ViILvk9BRkl>

## So what does it cost to run the club?

This chart is taken from our year end financial report. It excludes projects funded by external grants, and the MFNZ levy which is passed directly to MFNZ. Our single biggest expense is field maintenance (27%) followed by the TECT Park rental (19%), and minor asset purchases (15%). Fuel for the mower and tractor is 14%. Excluding charity grants for specific projects, our main income is from members fees and from our annual auction. These provide a small surplus over expenses which provides a small buffer and enables us to purchase minor assets such as line marker, weed eater etc.



Could this possibly be Andy Avgas – one of the rare sightings ?





← **Is it a bird ? Is it a plane?**

Yes it's a dead bird – but not of the feathered variety. This is what's left of Joe Wurtz' carbon fibre glider when it got too close to high voltage transmission lines. Transpower are probably still wondering what caused a blackout over half the South Island. (photo from Bill de Renzy)



**Who is the cool dude with the 1960's haircut.** (Clue - which of our committee members flies CL combat ? ) →

**RC Model Engine Collectors** (from KAMCI)

Some of you collect model engines.

There is a Facebook group that has been set up for those with such an interest, and the moderator has been in touch to see if any are interested. Go to this link to access.

[https://www.facebook.com/groups/1994263070838971/?fref=gs&dti=171220656350781&hc\\_location=group](https://www.facebook.com/groups/1994263070838971/?fref=gs&dti=171220656350781&hc_location=group)



**1948 Pepperell diesel – (made in NZ)**

That's all for this month folks. Please send me photos and gossip of what you have been up to. Fly safe and may your landings be gentle – preferably on the runway.

**Dave Marriott – editor**

