



Mikey Wilson's latest project .

This is a 96" ¹ De Havilland Dragon Rapide which Mike plans to model after the still flying example at Mandeville ZK-AKY Rapide

Mike "acquired" the bones at our auction. Part of the fuselage was completed. Gwyn Avenall has laser cut some wings and tail section from a Schweitzer plan (not the original fuse design and Mike is just starting to graft them on.

The airfoil is super thin in section (15mm at greatest) and has an interesting anhedral into dihedral design so it will be a construction

challenge. This will be powered by twin 50 sized electric motors. It should be super light as it is basically just built from a tree of balsa. Look for progress updates in future editions.

Questionnaire

The club is moving from an era pre-occupied with developing the TECT Park facility, to one where the fundamentals are there and the Committee can now focus on enhancing the flying experience for club members. It is therefore time to reassess members views on what is considered as important, to enable the Committee to refocus future development plans. Members should have received an internet link to enable you to access a questionnaire. Please complete this as it is a key tool to enable your committee to identify areas for future development. The more responses we get, the better we can address needs. If you haven't received the link, please contact the secretary.

"Tell us what you think!"



Farewell to Trimax

After renovation by Frank Brown, the Trimax mower has been sold. This is a precision mower designed for eg golf greens, but was never very successful as it required being towed by a tractor, which left cleat marks in the runway. It was never economic or practical to have a second set of turf tyres for the tractor so the Trimax was only used infrequently for the non-runway parts of the developed area of the site. The new Ferris mower has proven more reliable, faster, easier to operate and can cover both the runways and the longer grass sections. . The proceeds from the sale will help boost our club contingency fund. We have been operating on slim margins for some time, and this will give us a useful buffer in case of an unplanned event. We have decided to keep the tractor in the meantime. It has a loader bucket which has been useful on occasion, and a grader blade. Its old and unlikely to depreciate any further and can always be converted to cash if needed.

¹ 2.4m for the dimensionally enlightened.

Car Park Expansion project update



Earthworks are underway!

We have received more funding, this time from Pub Charity. This takes our project pool to \$27,500 which coincidentally is exactly the sum estimated to do the job. We have gained Council approval for the project and the contractor has been instructed to proceed. The first step was to clear the undergrowth which enabled us to better assess the contours and make final decisions on the actual areas to be excavated. During construction, and until the grass has regrown, we will establish temporary parking facilities by the old club house.

Area 1 will provide additional normal carparking, with cars pointed into the bund

Area 2 will provide parking for cars with trailers, facing into the bund

An additional area 3 at the South end of the strip has been created using the spoil dug from Areas 1 and 2. This will provide overflow parking, and perhaps overnight parking for motorhomes.



The bund will also be used as an elevated observation area for visitors.

TECT Event



At the heart of
our community

Following our recent success in gaining funding for our carpark upgrade from TECT, Dave (Secretary) and Roger (Treasurer) recently attended a function at TECT to celebrate the latest

award round. As a background, TECT is a consumer and community-based shareholder (26%) of Trustpower, and has numerous other investments totalling in excess of \$1 billion. The proceeds of this investment portfolio are distributed largely back to Trustpower account holders, with a significant part reinvested in community projects. Typically TECT grants around \$10 million per year to clubs and charities.

Much of the grant money is spent on community projects supporting the disadvantaged, youth, health issues, social problem areas, and some large investments in major sporting facilities which will “put Tauranga on the map”. It was quite humbling to stand alongside representatives of these many organisations which do good work in our community. For a full list of this years grants go to :- <https://www.tect.org.nz/page/who-we-ve-funded/>.

In an informal chat to Bill Holland, the Chair of TECT, he talked about TECT being impressed with our forward vision, our enthusiasm to develop the TECT Park facility and how our activities benefit the community in more ways than just to members. He was impressed with the aerial views we had provided of our site. He looked forward to our car park project as this will provide an elevated viewing platform from which members of the public can see our activities. He described it as “enriching the Tauranga community”. Wow – and we thought we were just flying toy aeroplanes!

Introduction to Model Aerobatics in NZ

(contributed by Mikey Wilson, ace aerobatics flyer)



Pattern Aerobatics is a specialised discipline of RC Aerobatics. It is all about flying purpose-built model aircraft which usually do not resemble full size, through specific precision sequences of aerobatic figures.

In **Clubman** anything goes in terms of aircraft, there are no limitations. So no matter if you have a 40 size sports model or a large scale aerobat would be fine to use.

F3A is the International top level class of pattern aerobatics. In F3A the aircraft have to fit into a 2x2m box and weigh less than 5kg. There is tremendous skill and satisfaction in flying that ‘perfect’ flight so if you have never experienced this discipline the best thing to do is turn up to a competition and watch or give it a go.

The **NZ clubman class** pattern rules go into high detail how to fly each manoeuvre perfectly. Click here to have a look. http://www.nzrcaa.co.nz/wp-content/uploads/2018/07/NZRCAA-Clubman-Rules_v1.3-April-2018.pdf This is worth printing out and bringing to the field.

IMAC (International Miniature Aerobatic Club) is the organization that grew out of the interest of flying scale aerobatics and was founded in 1974. Their intent was to emulate the IAC, which was dominated by biplanes at the time, so the IMAC initially called themselves the National Sport Biplane Association. In 1976 the National Sport Biplane Association became affiliated with the IAC and became IMAC. For IMAC, the only aircraft requirement for classes above Basic is that it is a faithful scale model of a known aerobatic aircraft. With all the Extras, CAPs, and Yaks out on the market, many fliers already had what was needed to compete in the higher classes. At the entry level class, “basic” any model can be flown, even a trainer! You might ask why so big and will they get bigger? For the first question, size does count. Big tends to fly and present better than small. But size alone does not make you a winner. Many contests still are won, even in the upper classes, by smaller aircraft flown by highly skilled pilots. In the lower classes size does not make much difference as it is down to smooth flying. For IMAC you will need to learn Aresti and here is a good video to watch.

https://www.youtube.com/watch?list=PLKEMatsTr-q1AS_1P7nAwFBhjzYwaq0ck&v=1EVrfk0TVvQ

So where to start? I recommend looking at clubman pattern or basic IMAC. Go to the following link to find out more or just talk to me at the field. <http://www.nzrcaa.co.nz/>

I am more than happy to call you through a pattern or help set up your model.

Interesting Links (sometimes slightly related to aviation)

- “Skill of a watchmaker and patience of a saint” – nothing has changed since the 1970’s - <https://www.facebook.com/watch/?v=2067932896836918>
- F35 carrier trials - <https://www.youtube.com/watch?v=J6wGN8PK9u4&feature=youtu.be>
- Amazing large scale airport model – including takeoff and landing ! <https://www.youtube.com/embed/gn1qMYfFrro>
- Tribute to Avspecs - <https://www.tvnz.co.nz/shows/seven-sharp/clips/small-south-auckland-warbird-restoration-company-gets-top-prize-at-famed-air-show?fbclid=IwAR2gAhCLKy1mi6tVJY2b UTyexfyZEwzWR4t480YZyA2ruDjDPTZGpuZcOQ>
- Inside a running model turbine - <https://youtu.be/yZ2RcXOXdLw>
- Apollo 11 landing – the complete version. <https://youtu.be/x1SzgGhMKc>
- Drones on Mars - <https://www.nasa.gov/feature/jpl/nasas-mars-helicopter-attached-to-mars-2020-rover>

For sale

John Quarrie is moving back to Australia. (*yeah – we’ve tried to point out the error of his ways but he is determined to go*)

All of his model stuff is up for sale. This includes :-

glow engines,	propellers,
electric motors,	batteries,
chargers,	modelling equipment and tools,
balsa wood,	spare parts,
wings from demolished planes etc.	

Everything must go. If you’re after something give John a ring at 027 3445226

Lost – Missing in action



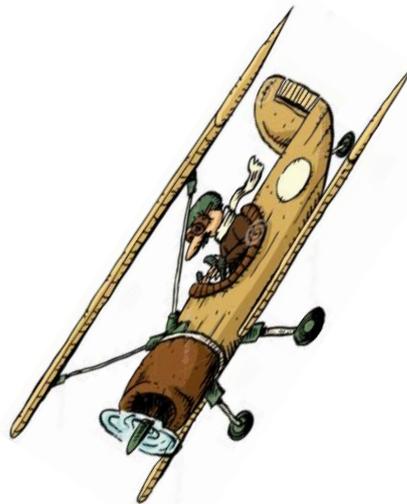
Rob Morgan reports that pilot extraordinaire Dick Dastardly baled out of his Tiger Moth over TECT Park today. Just on the east side of the runway.

He had no chute on so maybe a bit of a mess .

Distinctive as his body stops at his armpits and has a plate screwed underneath. His white scarf was observed trailing in the wind during freefall .

The reason for the bale-out is unknown. It is reported that the aircraft made a safe landing despite the loss of Dick Dastardly.

His family want him back !



That’s all for another month. Fly safe and happy landings

Dave Marriott
Editor

Do you have a first aid kit in your car?