



**Roger's new toy – Extra 260 30% scale.** Fitted with 55cc DLE-55 petrol motor. (need a thicker piece of string to hold it Roger ?)

### Questionnaire

The big item in the last month was the membership questionnaire. This was instigated as the main TECT Park development projects have now been completed and the club is entering a phase where the committee can focus on improving the membership experience.

Overall the feedback was extremely positive, and has raised some interesting issues for discussion at the Committee level.

Some of the key findings are given below: -

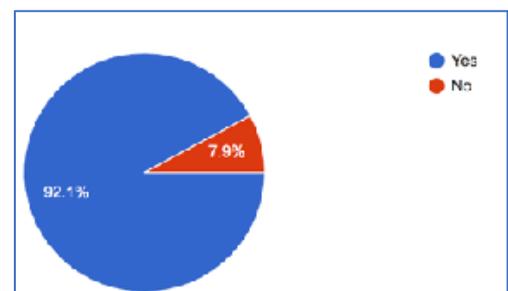
#### Are your goals being met?

92% of members were happy with the club.

The majority of comments had positive comments: - "a wonderful facility – what more can I ask", "Club is great", "Friendly helpful club", "Fine as it is, nothing needs to change"

#### What do you expect?

- A safe, fun, non political environment
- Help for beginners
- Pride in being a member
- Friendly atmosphere and good facilities
- Fellowship
- Fine weather (!)
- Supportive of all forms of model aviation, including drones and multirotors.
- Source of information on techniques and skills
- Collegial environment, camaraderie, social engagement, sense of pastoral care for its members
- Somewhere safe to fly
- Communication on changes, issues, incidents and how the committee is dealing with them



## Suggestions for improvements – What would you like to change?

- Organised training regime – both beginners and advanced
- A camera that works
- Mobile phone access
- Fix pot holes on strip
- Move the old club house and container (*where to?*)
- More assistance to newbies to help them to integrate into the club
- More competitions
- More social activities
- Hold fees at current level
- Social media facility (Facebook?)
- Build some starting benches
- Sealed runway for ducted fans/jets
- Control line circle
- Lake for amphibious A/C
- Cut access tracks in jungle
- Better club rooms
- Safety fence on pilots' box
- Carport style shaded pit area
- Sleeping facilities in old clubhouse
- Better definition of where to fly helis

The Committee has already acted on a few suggestions from the survey. Come to Wednesday's club night to find out what's happening.

### News Flash!

We now have a Facebook page. Members can use this to post pictures of latest projects or to check who is going flying and when.

Check it out at:-

<https://www.facebook.com/groups/taurangamac/members/>

You will need to request membership of this group from the administrator

**Optimum size of club?** – 70% felt the current size was about right, 28% would like it bigger, but there was a general consensus that the max size should be no more than 100. This number would provide financial security without compromising members access to airtime.

### Satisfaction with Committee performance?

97% of members expressed confidence in the committee (1 negative view). This is an amazing level of support and gives the Committee confidence in future planning.

**Safety** – 97% said the club rules are appropriate and not too onerous. Almost 40% of members have a first aid certificate which gives some assurance that if you have an injury, help is not far away.

**Training** – this was a significant area where members felt the club should be more proactive. However only 50% of those with no wings badge were planning to get their wings.

Constraints were listed as :-

- Finding time
- Identifying a suitable instructor
- Difficulty in approaching anyone for assistance.

**Newsletter** - this has 100% readership and feedback was positive. Several respondents apologised for not having submitted content.

**Social media** – A significant majority of members would like a social media contact group (eg Facebook) so they can post items and give instant advice on who is flying today etc. (20% said "what is a Facebook ?" !!)

**Website** – 80% of members use the website, but only half of these use it more often than once per month.

**Clubnights** – 70% attend on a regular basis. Suggestions for future content include:

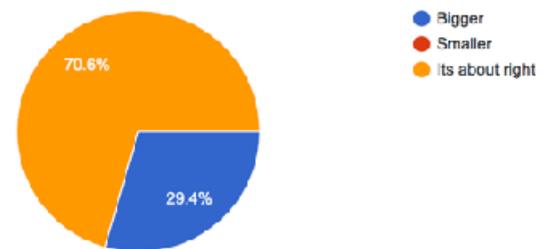
Drink wine, Buy/sell/swap nights, Design and build stories,

There were several offers to give presentations on various subjects.

There's a lot of material here for the Committee to review. These topics will be discussed at future club nights to refine needs and priorities.

### Should the club get bigger/smaller?

34 responses



## Last Club night

This was held at Classic Flyers in the “Boeing” room, which is ideally suited to club meetings, with a large screen and plenty of seating. We have access to this facility from time to time on the basis that we are “ghosts” – we come and go and leave no trace !.

This month Mike Wilson organised an aviation quiz, which was won by team “4 Point Roll”.

## And the winner is – Spektrum !

**Radio systems** - Only a few years ago the New Zealand RC market was relatively evenly distributed between the two major Japanese radio system suppliers – JR and Futaba. In recent years there has been a swing to other brands, many based on Chinese manufacture. These include Spektrum, FrSky, Orange, many generic simplified systems for park flyers, and other exotic brands from Europe. Spektrum was the first company to develop “spread spectrum” technology using the 2.4GHz band. This avoided model interference problems of the earlier “long aerial” systems. Spektrum offers a simplified programming system, while FrSky offers infinite programming options using software downloaded from the internet.

From our member data-base the most popular system is Spektrum (51%), followed by Futaba (25%). FrSky has 16% support and others, including JR and ORX, take up only 4%. Keep this in mind if you are a new entrant wanting to buy a system which other members can help you with.

**Flying Mode** – Choice of flying mode is relatively evenly balanced in TMAC with Mode 1 at 53%, and Mode 2 at 47%. There has been a recent shift to mode 2 with most of our new members being mode 2.



## Coming events

- 9<sup>th</sup> November - IMAC competition. Contact Mike Wilson for details
- 16<sup>th</sup> November – control line combat day. Contact Rob Morgan
- 17 November . Scale day at Waharoa. There will be a bbq.
- 14<sup>th</sup>-15<sup>th</sup> December - Aerotow meet. Contact Bill de Renzy
- 21 June 2020 – our next auction at Classic Flyers

## Safety Notice board

A summary of our club rules is to be posted on the clubhouse exterior. This covers the key safety messages in our club rules. It is a subset of our rules and all members should familiarise themselves with the complete rules. These can be downloaded from the documents section of our website.

### For Your safety

- All models to face away from pits and be restrained while starting
- No taxiing in pits
- Learners to fly with instructors
- Pilots of powered models to stand in pilot’s box when flying
- Max of 3 models in circuit
- Fly to the east of the main runway
- No low flying over pits area
- MFNZ (or equivalent) insurance required
- Maintain flying etiquette standards

## Technical Stuff - Black Wire Corrosion – its back! (submitted by Bob McGrath, Kapiti Club)

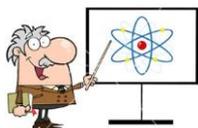
Recently I pulled out a couple of bags of generic "JR" servo leads that I purchased from HK a couple of years ago, these were all new and un-used and stored in dry conditions in the original plastic bags. It is worth noting that these leads did not have pre-stripped and tinned ends. On stripping the insulation ready for soldering I discovered that 50% (10/20) of them had black wire corrosion on the negative lead all the way from the plug to the outer end. Two bags displayed the same problem so I think the problem is statistically significant, at least for leads of this age. If you have used these leads it may pay to check for blackwire, specially if they are used in a critical situation.

There is plenty of speculation, quite a bit of science and a lot of people pontificating on forums about black wire syndrome, black wire corrosion etc, and it has been a known issue for well over half a century, but the important things are:

- Keep an eye out for the signs - check the "earth" wire from the battery to see if it feels hard and rigid (bad) or soft and flexible (good)
- Voltage without a load doesn't tell you everything about a battery. It's a bit like taking the filler cap off your car. You can smell fuel in the tank, but have no idea how much fuel based on smell alone. Voltage under load is more telling.
- This corrosion usually happens on the negative wire, and will affect the whole wire, not just the exposed strands (there is some thought that the cable coating has an involvement in creating the problem)
- It can also affect the connectors and battery switches in the circuit
- You can replace the wires - it's seldom worth it on model size nickel cadmium and nickel metal hydride batteries.
- You can't clean the affected wires or do anything to put it right or reverse the problem, once it is there, other than replacement of wires
- It tends to occur more where a battery is kept below peak voltage, and no current has been flowing for a while
- It is very hard to see without stripping some wire, but you can check it by setting a multimeter to the resistance setting and comparing the resistance down the length of the red wire and black wire. You'll see no, or almost no, resistance down the red, and if the black shows a different result then the time has come to solve the problem
- and, if it is of any comfort, it is happening just about all the time. Old cabling is generally not going to perform as well as new cabling, once it has been connected to a battery for a while".

Ref: <https://www.batterybusiness.com.au/blog/black-wire-corrosion>.

### Professor Flapbracket comments



Corrosion on copper wire can come from a number of sources. It is generally seen as a black oxide or sulphide, where the copper metal is converted to a black crumbly dust. Exposure to moisture, salt or acetic acid will result in green corrosion. The source of corrosion can be any one of the following (or more)

- Exposure to sulphurous atmosphere – this turns the copper black. ( NZ problem)
- Overcharging of NiCd batteries. This can cause the battery to vent an alkaline gas which attacks the negative lead. The problem is made worse in a damp environment.
- The wire drawing process uses a lubricant to help pass the wire through a reduction die. These lubricants are often soap based which is alkaline. This can cause corrosion if the wire is not properly cleaned before the insulation is added.
- Corrosive fumes from soldering fluxes
- Different chemicals used as plastic fillers or pigments can cause different corrosive effects.
- Impurities in the copper.

In Bob's case the wires were new, unused and sealed in a plastic bag. It is more likely that the corrosion came from some manufacturing process rather than the environment.

The message is still relevant – check your cabling from time to time and if any concern, replace it.

### Stump removal



Our carpark earthworks have uncovered a couple of ancient stumps. Rather than incur the cost of digging them out with an excavator, we have engaged a stump grinder to machine them down below ground level. All went well until the machine got stuck and Roger had to use our old tractor to tow him out. Removal of these stumps will enable our contractor to complete the carpark job, hopefully in the next couple of weeks.



## Andy's column ( junior cub reporter – local news and gossip)

### Blow, Blow thou winter wind



Dave and Roger braved the elements for a sunny day in the midst of the rain we have had lately. The weather station was showing 30+ km/hr wind, gusting to 60. According to Mike Briggs “the plane doesn't know it is windy” – yeah right!. The main problem was the turbulence which made landings a little precarious. Dave went home with a smile on his face as he had several “lucky landings”. As the plane gyrated and bounced on final approach, he was able to settle it down gently at the bottom of the cycle. Total luck, not skill. Roger had a deadstick and tried to glide back to the strip but went backwards with the wind and ended up in the jungle at the North end of the strip. More bushbashing, lots of prickles but the plane was found almost undamaged.

**You know its windy when your flight box blows over!**

**Cellphone tower** – Andy has heard whispers that the Park cellphone tower will be installed by November. More info next week. Fingers crossed !

**Test flights** – This month Roger P. test flew his new Extra (picture above). All went well until the muffler fell off in flight. There was no change in noise level but a significant change in C of G which made the model hyper sensitive to elevator control. Many attempts to bring it in for landing which was finally achieved in spectacular fashion but fortunately with no damage.

Geoff Gates also had a maiden flight with his electric C-130 Hercules. This was painted all over in a drab grey which led to orientation problems in the sky. After initial trimming Geoff had several flights, each time adding more coloured sticky tape to improve visibility. He is now thinking of painting it in a Canadian air-force rescue orange colour.

**Questionnaire results** - Andy sat in on the committee review of the questionnaire results. There were some responses which Andy felt deserved a direct reply.

Q – Why do you not have your wings?

Response – I was referred to a club tester who then said he was not qualified to test helis or multirotors, So I ceased asking.

Andy's comment – An examiner can test across multiple disciplines. The club has several examiners and if one is unwilling, try one of the others. Don't give up. Take control – make it happen.

Q – improvements to Website content ?

Response – Need a functional camera

Andy's comment – we do not own the weather station. It is owned by the Forest Fire monitoring entity and relies on cellphone coverage for data transfer. The current camera problem is caused by poor cellphone reception in the area. We continue to lobby for the installation of a cellphone tower (on safety grounds).



Q – improvements to facilities ?

Response – too many rabbit holes

Andy's comment – TMAC is not a full-service commercial venture. If you are concerned about potholes, there is a mountain of topsoil in the bund behind the clubhouse. Feel free to grab a bucket/shovel and fill some holes in if they cause concern. Refer to “I am not yer muvver” in previous editions.

Q – improvement to facilities ?

Response – more stackable chairs required.

Andy's comment – at last count there were 15 plastic stackable chairs in the clubhouse, in addition to the wooden chairs in the day shelter. There are more chairs in the old clubhouse. How many chairs do you need?

### The rumour mill

Hobbyking have advised they will no longer stock ASP<sup>1</sup> engines. These are still available from Just Engines. There are stories circulating that ASP engines are going out of business. ASP are made in China by Sanye who also make SC, Magnum, SY and Evolution engines. In some ways this is not surprising as ASP are a volume manufacturer and their sales must have been hit by the transition to electrics and spark ignition motors. If true, the control line combat guys won't be happy. ASP do not appear to have used their



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<sup>1</sup> “Another Superb Product”

capacity to produce spark ignition motors. The residual glow engine market seems to have shrunk to OS, YS, Saito and a few exotic European brands. Does anyone have any more detailed news?

## For sale

These items missed our auction and have now been donated by Ted Kiddie to the club. They are both a few years old but still serviceable and very flyable.



**Rambler 30** – this is from a “the Worlds Models” kit. Span 1450mm<sup>2</sup>. Fitted with OS Max FS46 (ballraced, rear needle valve). Semi-symmetrical airfoil. Servos are a mix of Futaba S3001 and S3003. Needs receiver and battery and a little TLC. The carburettor is damaged – needs new carb or motor.



## Fairchild PT-19

This is from a Great Planes kit. Semi scale based on the original at the Canada Warplane Heritage Museum. Span 1450mm. Fitted with GMS 2000 47 ii. (ballraced and rear needle). Symmetrical airfoil. Servos are a mix of Futaba S3001 and S3003. Needs receiver, battery, engine cowling, and a little TLC.



Enquiries to Dave Marriott 021 909407

## Parting photos

→ Photo from Stuff 19/9/19. Photo by Michael Marston/Epixel Images. Ice crystals from high altitude Qatar 787 flight exhaust leaving rainbow trails.



← Yes it happens to full size aircraft too! Spitfire ZX-M having an oops on take-off at Duxford last week. Fortunately, the only damage was to the propeller (and a hefty dry-cleaning bill). Note the elevator deflection – he was pulling hard!

for video see :-

<https://www.youtube.com/watch?v=PWeyqObXcZ4>

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

**Dave Marriott**  
Editor



Always use a restraint when starting your motor

<sup>2</sup> 57 inches for the dimensionally challenged