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**But that cross wind is scary !** Clubbies reluctant to fly - spending the day solving all the world's problems while waiting for the wind to drop.

### Carpark project update

The earthworks are now largely complete. The topsoil has been spread and grass seeded. Please do not park on the bare areas. These have been marked off with a row of road cones. Please park your cars on the runway side of the cone line and as far back from the runway as you can achieve.

In addition to providing additional parking space, this project has improved the drainage at the South-west corner of the field and has created a viewing station on the top of the bund.

### Gate Lock



One of the responses to our questionnaire was that the gate locking chain was confusing and "would defeat Houdini". This was made evident when someone inadvertently used the Ranger's lock and locked us out of the field. The chain system has now been simplified. There are now only two locks. The silver one is the Rangers and the brass one is TMAC. The chain has been shortened such that it is unlikely that the chain can be connected without both padlocks in series.

### Cell phone update

Last month I intimated that a decision on a cellphone tower for TECT park was imminent. Its now official. The WBoPDC has reached agreement with the government on a cost sharing arrangement and the project is now live. The government will fund the tower from



its project to fill in regional black spots, and the council will cover the costs of a power supply. The primary choice for a power supply was between a solar array and a buried cable. The final solution is a hybrid using a solar array, a battery bank and a backup diesel generator for when the battery cannot be sustained by the solar array. And the good news – it should be on line by Christmas. Hopefully this will also restore functionality to the web cam.

### Coming events

- 9<sup>th</sup> November - IMAC aerobatics 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.
- 30 November. Fun fly day. Details to be announced, Contact Richard Thompson
- 14<sup>th</sup>-15<sup>th</sup> December - Aerotow meet. Contact Bill de Renzy
- 21 June 2020 – our next auction at Classic Flyers



## Questionnaire

For those who missed the presentation at the last club night, the members' survey raised a number of consistent themes, including :-

- high level of satisfaction with facilities,
- high level of satisfaction with committee performance,
- high level of satisfaction with Newsletter,
- need for more support to new members,
- more systematic training,
- more competitions,
- more social events.

While there is a lot of appetite within the club for additional activities, these are only possible if someone can put in some time to organise them – volunteers please.

Following is more detail on some of the responses received. In many cases we have been able to act immediately to implement a solution.

Category	Typical Member responses	Committee response
<b>Activities</b>	<ul style="list-style-type: none"> <li>• More casual events needed – funflights, competitions, social activities</li> <li>• Club events – pylon racing, scale days, glider days</li> <li>• More intra and interclub competitions</li> </ul>	👍 Volunteer needed to be club captain to organise events ?
	Can we run indoor during the winter months?	👍 Yep – the difficulty is that we must work 6 months in advance to book a suitable facility. A volunteer is required to organise this.
<b>Training</b>	<ul style="list-style-type: none"> <li>• The establishment of an organised training regime</li> <li>• More members at an advanced level able to provide coaching and inspiration to new members</li> <li>• Advanced training required in eg aerobatics, gliding.</li> <li>• Establishment of a chief instructor role</li> </ul>	<p>✓ Roger Peddle has offered to coordinate a training regime to make sure that every non-wings holder is getting support.</p> <p>We have 3 “instructors”, only one of whom is based in Tauranga. We would like some of our more experienced flyers to offer their services to provide training.</p> <p>We nominally have 8 examiners but some of these are inactive.</p> <p>👍 More volunteers required. Please talk to Roger P.</p>
	Why doesn't the club have a trainer aircraft?	✗ Most clubs have been through this question. A club trainer requires considerable input for charging, repair, and maintenance. It is never the right 'mode'. While being serviced it is not available for other learners. It is better for a learner to learn on his own aircraft, and with the use of buddy systems this can generally be achieved with little risk to the model.
<b>Communications</b>	<ul style="list-style-type: none"> <li>• Improve communication to Club members</li> <li>• Better communications between members</li> <li>• Set up social media page</li> <li>• Set up Facebook page</li> <li>• More information on club finances</li> </ul>	<p>We communicate to members in a number of ways: -</p> <p>✓ We give a general update on happenings at each club night.</p> <p>✓ We have established a Facebook page (currently members only) to enable members to communicate directly with each other. This will facilitate getting help and advice to solve problems, coordinating flying times. See:-  <a href="https://www.facebook.com/groups/taurangamac/">https://www.facebook.com/groups/taurangamac/</a></p> <p>✓ The website is a relatively static source of information much of which can be downloaded.</p> <p>✓ We have also provided a phone contact list to consenting members. (privacy issues). The list is available only to those members who have consented to have their name on the list. An updated list was sent to participating members in October. If you want a copy, please contact the Secretary.</p> <p>✓ We use a direct email system for issues of immediacy. All of our current members have an email address.</p>

		<p>✓ Details of club finances are advised at Club nights. A copy of our latest financial report is available to members on request (see Roger Peddle). Our annual financial statements are presented at the AGM and are published on the Incorporated Societies web site where they are open to the public.</p>
	Promises to contribute to Newsletter	<p>👍 Keep them coming. The more the better. Deadline – last week of each month. The newsletter is generally let free on the 1<sup>st</sup> of the month.</p>
	Need a better website address.	<p>✗ This has been discussed by the Committee. The current address of <a href="https://taurangamodelfly.org/">https://taurangamodelfly.org/</a> represents who we are and what we do. It is readily picked up by search engines.</p>
<b>New members</b>	New members feeling isolated and having difficulty in getting to know people.	<p>👍 We would like all members to make newcomers welcome. Remember that not every member is comfortable with making new friends and many find the learning curve daunting. Please take time to be their buddy and help them get established and make friends in the club.</p>
<b>Mobile phone coverage</b>	Improve cellphone coverage	<p>✓ We have been advised that a multid denominational cellphone tower servicing TECT Park, should be operational by Christmas.</p>
	Get web cam working	<p>✓ This should be achieved with the cell phone upgrade.</p>
<b>Facilities</b>	Pot holes on the strip	<p>The TECT Park management has an active pest eradication programme targeted at pigs, and rabbits. We have a mountain of top soil in the bund behind the clubhouse. ✓ Feel free to grab a bucket and spade and fill any holes in.</p>
	Cut trees down	<p>👍 There's only one tree and its clearly visible. It tends to stay in the same place, so shouldn't cause any surprises. We are concerned about a number of wilding pines which have established in the outfield. We will organise a work party to cut them.</p>
	Cut access tracks into the jungle to facilitate access to retrieve downed models	<p>👍 We have discussed this with TECT Park management. Our site is in an area of the Park designated as an "ecological area". which will not be developed but which the public can access. TECT Park will consider mulching the many overgrown trails. In addition to assisting our search efforts this will provide access for public walking or horse riding etc.</p>
	Move the old clubhouse and container.	<p>? Move or remove? Where to? Why? Its happy where it is. 😊 Any relocation would be expensive as this is regarded as a permanent structure and would require building and resource consent. We would need a clear statement of benefits to consider this suggestion.</p>
	Better clubrooms	<p>✓ The old clubhouse has been de-cluttered and tidied up to make it habitable for overnight stay. A set of bunks has been donated. Do we have a volunteer to scrub the benchtop and give a general springclean?</p>
	Pilots box to be better defined	<p>✓ We will delineate the pilot box with line marking and road cones. The cones will not be placed on the side of the runway as they are a magnet for runaway models.</p>
	Concrete pilot box	<p>? The current pilot's box is well drained and does not get soft or boggy. This could be reviewed if problems arise. Do you want a concrete pad or a bunker?</p>
	Padlocks on gate would defeat Houdini	<p>✓ The chain and padlock system has been simplifierated . It should now be self-evident how to lock it up (and physically difficult to get it wrong)</p>
	Sealed runway for jets.	<p>? This has been costed at approx \$200,000. It may have benefits in takeoff but could be a liability for many pilots on landing. The committee will consider if a partial solution is possible. External funding would be required.</p>
	Glider tow path obstructs powered aircraft access to runway.	<p>✓ The glider path will be relocated to the East side of the main runway.</p>
	Covered shade for pit area	<p>👍 The committee will consider this</p>
	Improved parking for trailers	<p>✓ The carpark expansion project has been completed. We are now waiting for the grass to grow.</p>

	A dedicated barbecue area	✓ The BBQ is in the clubhouse and is available to anyone who wants to use it. We have 2 Ha of mown area. Find a spot and enjoy! Please clean the BBQ after use.
	Tables to assemble models needed	✓ Two foldaway tables have been purchased. These are in the clubhouse. Please feel free to use them but put them away after use
	Starting tables needed for IC models	👍 We have photos and drawings. Would someone like to volunteer to build a couple?
	More seating required	✓ There are 18 plastic chairs in the clubhouse, in addition to the wooden chairs and benches in the day shelter. How many do you need?
	Control line circle?	👍 Possible – need the numbers and external funding. The NOCLASS group has been approached to see if they would support this project.
	Lake for amphibians?	✗ Unlikely – not enough room plus consenting issues on building a dam, and funding.
<b>TECT Park</b>	Signage to the flying field is hard to follow.	? This is outside our control. TECT Park are rebranding and this may generate an opportunity for improved signage. The current icon based signage, is quite thorough once you become familiar with the icon.
<b>General</b>	Club nights - Need more technical presentation's, how to, swap meets, building and flying tips.	👍 7 people volunteered - please call Dave to set a time.
	Committee must not be frivolous with grant money	In general, we use funds from members subscriptions and our annual auction to cover operational expenses – rent, insurance, maintenance etc. ✓ We only use grant money for specific large development projects. We are required to submit a full plan and justification and when the project is completed, we are required to go through an audit process to confirm that the money has been spent for the intended purpose. This is a very detailed and comprehensive process and is not undertaken lightly.
	Enable fuel mixing for members	✓ Contact Dave at 021 909407. Dave is always seeking parties to join together for bulk supplies of methanol, oil and nitro.
	Would you be interested in serving on the Committee?	👍 7 members expressed an interest. We would love to have some new faces and additional skills/resources on the Committee. Please identify yourselves to a Committee member. We do not have to wait until the next AGM to consider new appointments.

## Professor Flapbracket



**Landing a taildragger.** This month's tip comes from Frank Brown. How often have you experienced that landing where the plane touches down with a thump and then rebounds to head height, where with zero airspeed it is a candidate for an immediate stall and a cartwheel down the runway shedding bits in all directions. If you are quick enough on the throttle, and the motor has enough grunt, you may be able to bang the throttle forward and recover and go round again.

Or perhaps not.....

One of the causes of this is having the undercarriage too far forward. When the wheels touch down, the CG behind the wheels will make the tail carry on descending which increases the wing's angle of incidence. If the plane has any residual airspeed, it will immediately try to take off again.

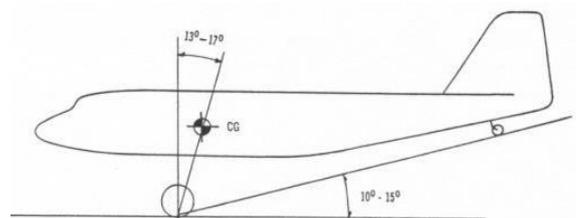
If you move the UC back, when the wheels touch, the tail will remain horizontal and the plane will just settle on the runway.

The trick is to get the undercarriage in the optimum position.

Too far forward and the plane will bounce on a heavy landing.

Too far back and it is likely to nose over when taxiing. A good

target position is to draw a line 15 degrees from the vertical through the C of G. The wheel's ground contact point should be on that line with the plane in a horizontal attitude.



## Servo mounting eyelets – which way up?



Many people make mistakes when mounting servos that can lead to servo damage, premature servo failure, or other problems. When installing the servos the brass eyelets install from the bottom of the rubber grommet, and then the screw is tightened to where it just touches the top of the rubber grommet. The purpose of the rubber grommet is to isolate the

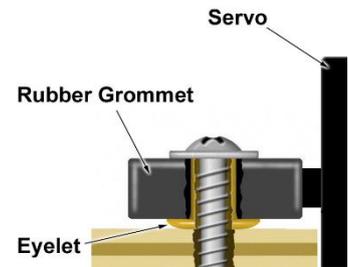
servo from the vibration in the airframe during flight.

If the screw is over tightened to the point that the rubber grommet is

compressed the isolation characteristics of the grommet are gone and vibrations will travel directly into the servo, which can damage it.

If the brass eyelet is installed from the top, tightening the screw just forces the sharp edge of the eyelet into the timber and the rubber gets compressed to the point where it no longer provides isolation.

It also helps to harden the screw holes with a drop of CA to prevent them working loose over time.



## Lost your carburettor settings?



Attention all needle twiddlers!. Petrol and nitro. If you have lost the original settings for your motor and can't get it going, this site may be of use.

<https://miramarrcflyers.com/factory-carburetor-settings/>

(Note – this is Miramar RC club, California – not Wellytron NZ)

The general instructions are to first tune your motor at full throttle, and then progressively bring it back to idle using the idle adjustment in small doses until you get a reliable tickover. Initial settings are important or some motors will not run at all. Every manufacturer has a different means of defining the initial needle settings so this chart is not universal. MVVS have a method where you check the

physical jet position by looking in the intake, ASP use a "blow through" method, while the instructions for some OS motors require the idle needle to be flush with the carburettor body. If in doubt ask Auntie Google for a manual.

## General Stuff

- Richard Brown has rebuilt our fertiliser spreader. Despite being only a couple of years old, it has suffered from extreme corrosion from the fertiliser used, and the base of the hopper and metering valve had rusted solid. Richard has replaced the mild steel hopper base with stainless steel, and has made a metering valve from heavy plastic. Thanks Richard – much appreciated.
- Club and MFNZ application forms and a set of club rules have been placed in the container clubhouse. If you have a visitor who wants to join the club, please give them a set of forms and ask them to fill in and send to [taurangamodelfly@gmail.com](mailto:taurangamodelfly@gmail.com).
- The pigs are back!. Despite efforts by the Park management to eradicate the pigs, there seems to be a



persistent porker who keeps coming back and ploughing up the South end of the field – fortunately just off the runway. This little piggy seems to be able to work like a plough and rolls the turf back on itself while looking for grubs. If you see any pig damage please fold the turf back into position and stamp it down. If this is done promptly it will regrow. Even better - roll it down with your car wheel or hook up the club roller and flatten it out.

## Aerobatics Introduction Day

There will be an aerobatics intro day at TECT Park on Nov 9th (Saturday). Some of NZ's top pilots will be there to help and talk you through the basic aerobatics sequence (It is not a full blown competition). If you are interested in having a go and learning some new skills just pass onto Mike if you will be attending either on the Facebook page or via email [mikeywilson@gmail.com](mailto:mikeywilson@gmail.com). All welcome.

**Visitors** – there is a good viewing spot on the top of the ridge behind our new car parking area.



## Interesting Links (sometimes slightly related to aviation).

- Focke Wulf 190 A8 flown by Klaus Plasa chasing a Supermarine Spitfire Mk.18 flown by Rob Davies. All filmed at the Hangar 10 Fly In 2019. [https://youtu.be/CDeglorsv\\_8](https://youtu.be/CDeglorsv_8)
- Catalina ZK-PBY landing on lake Taupo, [https://www.facebook.com/?ref=tn\\_tnmn](https://www.facebook.com/?ref=tn_tnmn)
- Indoor scale ETA glider. <https://www.youtube.com/watch?v=bWFaHDK54hU>
- Zeppelin skiing – only distantly related to aviation, but if you are a skier this is magic!  
<https://www.facebook.com/RedBull/videos/450743875648493/UzpfSTU5NjYwMDU4MjoxMDE1NjU4NjY3NzkzNjM0Nw/>

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

**Dave Marriott**  
Editor



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