



Frank Browns 40 year old Avro Vulcan. Now converted to electric power.

General Gossip

 As part of his efforts to convince the CAA not to impose registration or GPS location transponders on model aircraft, MFNZ Secretary Jonathan Shorer has been collecting statistics on the numbers of model aircraft held by the average modeller. At last count the NZ average was 31.74 models per MFNZ member. (!!!) Where do you sit against this standard? If you haven't yet given your statistics, please send to jonshorer@gmail.com. More details in the December Model Flying World.

 We have two potential new members for the Committee - Bruce Liddell and Kim Clarke. They will be attending meetings for the balance of this financial year and if they wish to continue you will get an opportunity to vote them in formally at the AGM.

 Who was it who locked his car keys, and the tractor shed key, in the tractor shed?. OOOPS! Fortunately help arrived with a spare key.

 Well done that man! Someone has taken our spare windsock and mounted it on a 4m pole so that it is visible in the website camera. Instant picture of wind conditions. (Andy Avgas?)

 New NZ dynamic soaring record set – by Alex Hewson at Tekapo. 820 km/hr. That's scary! Even more impressive when you think that it's an unpowered glider.

 The Park ranger reports that a total of 13 pigs have been caught in our trap since it was installed. We had another session of pig rooting last week and it is thought that there are still 3 or 4 porklets running free.



Safety notes

In this era of concern over health and safety we are under scrutiny from all directions – Civil Aviation, Council, MFNZ, to list a few. We operate within a forest park, which has inherent risks of fire, and of personal risk in retrieving downed models. The start of a new year is an opportunity to reinforce the safety message that we want you to enjoy your flying without endangering yourself, fellow club members, members of the public or property.

Please make yourself familiar with the club rules as they are there for your guidance. These cover the essentials of safety :-

- is your model airworthy?
- safety on the ground
- safety in the air

One area to be diligent about is to ensure that your model is airworthy before you take that first flight. In particular:

- If you are flying a **new or repaired model** please get a fellow clubby to check it over before flying. He/she may pick up something which is hidden in plain sight and which you may have overlooked.

- **Newbies** – always get a senior member to check your model over before flying. Look for simple issues – servos not working, working the wrong way, loose connections, detached hinges – all the usual failure modes.
- **Instructors and observers** – irrespective of any previous checks, make sure that you are comfortable that the model is airworthy. If you are not flying on a paired buddy system the instructor **MUST** be on the same mode as the student so that he can physically take over the transmitter if needed.

A new safety sign has been erected on the clubhouse. This is a simplified version of the club rules which can be downloaded in full form from our website.

In response to “maintaining flying etiquette” – this is a general statement to look after your fellow flyers. For example: -

- don't hog the flight line – give others a turn.
- Don't distract pilots with idle chatter
- Help your mates when they are having difficulty.
- Volunteer to assist in search parties for downed models.
- Don't obstruct the runway
- Offer to drive the BBQ
- Volunteer for field maintenance activities
- Don't be a dick!¹



Mobile Phone coverage – by sleuth investigative reporter, Andy Avgas



Well so far, the new cellphone tower has been somewhat less than a spectacular success. Despite our expectations of complete coverage, and despite endorsement and a public opening by the Mayor many of our members have reported no improvement in voice or data communications and some cannot get any service at all. Some members on the Spark network have reported that whereas they used to get a signal, now they cannot make calls at all. Other clubs are experiencing the same issues.

In a Park which covers active high-risk outdoor activities such as shooting, off road vehicles, mountain bikes and aerial ropeways, this is a serious safety issue.



Andy carried out a poll of our members.

For Vodafone users only 35% can get voice coverage and 60% can get data coverage

For Spark/Skinny 50% can get voice, 70% can get data.

Some of this may be related to how your phone is set up. The new service is 4G and your phone must have 4G activated. If you are having difficulty please contact your service provider for guidance.

For 2 degrees customers the reception is zero for both voice and data.

Andy has had a long discussion with the 2 Degrees (non) help desk. At first, they denied any knowledge of the new tower. They then said:-

- We have not installed any equipment at TECT Park.
- It's a data-only tower. It doesn't carry voice services. (Who wants to play on the internet at TECT Park?)
- You should be able to access services through a network sharing agreement with Vodafone.
- Your phone must be 'Volte' compatible (????) for voice services.
- The network sharing agreement with Vodafone does not include the TECT tower.
- You must have a latest generation mobile phone

After more of this nonsense Andy suggested that the Minister of Communications and the Mayor would be interested in 2 Degrees backing out of the government Rural Broadband Initiative, of which 2 Degrees are a signatory. This raised a response from a senior manager who has now provided assurance that 2 Degrees are committed to the Rural Broadband Initiative and that he will “look into it”.

Watch this space. Andy will report back on developments.

¹ See https://www.huffpost.com/entry/dont-be-a-dick_b_6732902 for details

Aerobatics day - report from Fraser 'Bogan' Briggs



We had a one-day Aerobatics event on 18th January, and it was a success with good numbers attending. A few getting lost on the way to finding the actual model flying strip once they got to TECT Park, but those that could read the signs had no problems !! You know who you are.

The day was a mixture of both IMAC and Pattern, everyone choosing one class to fly, so we could get 3 rounds through in the day. We've got a few guys with only a pattern model, and a few with only an IMAC machine, so having the event as a mixed event, and you can choose one, means we get better numbers on the day than if it were just IMAC, or just Pattern. And TECT Park being central to the North Island means its not too far of a drive for most. Great to see some locals coming for a go. We ran a "newbie" day at Tect Park a few months back, which helped to get some new guys turning out to fly. Plus we had a good turnout of local club guys who came out to watch it happen.

Basic IMAC was up first. Dom Clarke the local Junior took out the top spot, just ahead of another Junior Max Briggs flying in his second event. Tony Christiansen was 3rd flying his Yak. In 4th Place was Richard Brown, a TMAC stalwart from way back, he flew a 30cc model. While in the starting gates during a run up, it threw a propeller blade !! The blade was thrown perpendicular to the model, and hit the ground only a few metres to the right of the gates. Right where someone could have been standing. Very Lucky !!! Remember, keep behind those props when they are being run up people, and if you are about to run your model up and someone is in front or directly to the side, tell them to get behind you, before you give it the gas !!

Sportsman IMAC was a close battle between Gavin Madsen and Aaron Maitland, who had just moved up after winning Basic at the Nats. Mike B 'Baldrick' had a whoopsie on landing, he removed the U/C from his scratch built model, a 35cc Yak 55. Calls of "Must have been that shit ply", Baldricks new favourite catch phrase aimed at Chinese ARF manufacturers, could be heard for the rest of the day.

Sean Galloway was the only Expert Pattern flier, he is practising for the upcoming Ozzy Masters in March.

Masters Pattern had 4 pilots, and was taken out by Mike Wilson. Paul Tomlinson, Paul Stairmand and Ewan Galloway not far behind.

Myself, Hamish Galloway and John Knox flew 3 rounds of F3A.

The day was wrapped up at 5pm with a quick prize giving so people could head home. The funny thing is, my watch must got bumped during the day and switched back to non daylight savings time without me knowing. So actually we finished at 4pm and I didn't realise till afterwards. We could have flown for longer, but everyone had done 3 rounds so it was a good time to call it a day. Many were able to get home an hour earlier than promised, which I find always has a good result. Under promise and over deliver !! It's a sure way to hang onto a few brownie points before they expire.

Many thanks to the TMAC club for hosting us, we had a few club guys on the BBQ doing the lunch for us, and the burgers were awesome.

An awesome day.



Dom Clarke with his Aquity

End of year stuff

Our financial year ends 28th Feb. Roger will shortly be sending out invoices for payment of your 2020/21 fees. These will be due for payment 1st March. Despite an increase in MFNZ fees, we have been able to make a small reduction in TMAC fees. Total fees inclusive of MFNZ component for 2020/21 are:- senior \$200. Family \$225, Junior \$60. Please pay promptly as it is time consuming and frustrating to chase slow payers.

The AGM will be held on 1st April. It is now time to consider any remits, proposals, committee nominations etc that you may wish to raise. A formal notice of dates and process will be issued to paid up members shortly. Only financial members can vote at the AGM.

Please let a Committee member know of any suggestions for “most improved flyer” and for “greatest contribution to the Club”.

Secretary's moan

I am frequently reminded by visitors that we have a fantastic facility at TECT Park. This has only been achieved with some diligent hard work by previous members in establishing the site and by a small cadre of current members who have continued to develop and maintain the site. Our site is relatively unique, not only in the standard of facilities we enjoy, but also that we hold the site in perpetuity.

In a recent incident, a long standing member's response when asked to assist with a small maintenance task was - *"I've served my time, I don't do any club work anymore. You are just a newbie"*. The implication was that newbies had to serve their time so that older members could sit back and enjoy the facilities. This is plainly wrong. As members, we all must contribute where we are able.

It is easy to take our facilities for granted, and just turn up and fly, expecting a full-service activity. Please remember that we are a non-commercial club and part of being a member is that the club experience goes beyond the flying experience. None of our club members receive any payment for their services. Please recognise the contribution made by those who can and do, and if possible, volunteer your services wherever you can. It can be a very rewarding experience.

This month's internet links – sometimes related to aviation.

- Lots of noise and smoke. It's a brute. <https://youtu.be/RM5l6Teruck>
- This thing looks like a paper dart – or designed for one of Bill de Renzy's vertical precision landing competitions. The pilot needs to be very careful about flaring before landing. <https://www.nasa.gov/press-release/nasa-s-x-59-quiet-supersonic-research-aircraft-cleared-for-final-assembly>
- Cockpit view – Blue Angels aerobatic team https://www.youtube.com/watch?v=ydp_1sXXqTI&feature=youtu.be
- The propeller explained – a bit turgid but some very interesting old footage. <https://www.youtube.com/watch?v=0bP2MH3LqvI>
- MFNZ Nats 2019 – new control line jet speed record. I think this is getting to the limit of how fast you can run around a pole. https://www.youtube.com/watch?v=V4NDPrM8OrE&fbclid=IwAR2mvRcDVek4gjLGjtJ7ImMadEO3f_S6S7R4XR4Bg0IeNZdcH39OuFBNYvc
- Looking for a better weather forecast? – try <https://www.weather-forecast.com/>. Go to weather map and see an animation showing when the highs will arrive.

Fuel Group

We have recently set up a fuel group for those who want to mix their own fuel (glow motors). The club has purchased a bulk quantity of methanol which is available to members. A limited number of 20l containers are available, but if you want smaller quantities please supply your own container. Glow fuel is made of methanol, oil, and nitromethane. The overall cost of DIY fuel is largely dependent on the proportions of oil and nitromethane. These are the expensive components and while a minor proportion of the mix by volume, make up the bulk of the price. A “performance” fuel of 20% oil and 10% nitro, will cost 50% more than a “sport” fuel of 14% oil 5% nitro. A recent survey showed that members had different views on preferred oils with Klotz and Coolpower (red, blue, green, pink varieties) being the favourites. Because of the wide range of oils, members must buy their own preference, or group together to buy supplies – typically \$100 for 4l.

Contact Dave 021 909407 to join the fuel group, order your methanol, and to get advice on sources of other fuel ingredients.



For sale



Ron Hartley has 2 new unflown electric foamie models for sale.

- FMS Corsair , with flaps and retracts. 1400 span.
 - Durafly Spitfire Mk1a 1100 span. Unopened box.
- Give Ron a call at 022 6323514

A tale about an engine (contributed by Conrad Conrod²)

One of our flyers had an OS 4 stroke glow motor which suffered a bearing failure. New bearings installed (its easier than you might think) but the engine did not seem the same – sluggish, surging at full revs and lacking in power. Simple answer – the cam is a tooth out. But No – the cam was checked and all good. Everything else checked out OK - camshaft, tappets, glow plug etc. New bearings fitted in case the first set were binding in some way. The bore was clean and no damage to the piston or ring.

The penny dropped when it was pointed out that the engine was spitting fuel from the inlet and making a mess in the cowling. Once again pull the head off and check the valves. Head inverted, fill combustion chamber with light oil and blow through the inlet port. Sure enough, a steady stream of bubbles indicated that the inlet valve was leaking. Removing and replacing a model 4-stroke motor valve is fiddly – the retaining collets are about the size of half a grain of rice and have a bad habit of going “ping” and departing at light speed into some unknown dimension never to be found again. Fortunately, this did not happen and it was possible to re-lap the valve seat using toothpaste and some jeweller’s rouge. The motor is now restored to its former grunty performance.



Interesting that in OS nitro engines the valve seats directly into the aluminium cylinder head. No hardened seats or valve guides as in full size practice. It would seem that some metal particles from the bearing failure had got up past the piston and had hammered marks in the valve seat. In this motor the crankcase is internally drained via the tappet cover by a small drilling into the inlet port – perhaps this is the route the bearing debris took. A good case for the traditional approach of venting the crankcase overboard.



Whattthe?

Seen at the recent aerobatics day. This is a 4m long aluminium pole mounted on a substantial tripod. The pole has a clear blue plastic disk at the top. This simple device is used to shield the flyer’s face from the sun to avoid being sunblinded while flying a pattern. Looks weird – but it works.

Perhaps I should clip a blue disk to my hat?



Coming events

- **TECT Park Open Day.** On Sunday 22 March, Tauranga City Council and Western Bay of Plenty District Council will be hosting a TECT Park Community Open Day from 11am until 3pm. We can expect spectators in the pits and on the viewing platform. Please bring your best and give them something to look at.
- **Tokoroa jet rally – Feb 14th-15th**
- **Soaring day** – tentatively 21-23 Feb. to be confirmed
- **Aerobatics day** – tentatively 14th March to be confirmed
- **Indoor Flying** – we have made a series of bookings at Mt Sports Centre Stadium 7-9 pm for indoor flying this winter. Please note these dates in your diaries. 17 May, 21 June, 26 July. More details closer to the day.
- **AGM – 1st April.** Time to hold your hand up.
- **Auction - 21st June.** We have already received some small items for the fixed price and gold coin tables. Time to tidy up your hangar and work out what you no longer need. Don’t throw it away – it may be another flyer’s treasure.

² Conrad is a mechanical assistant to Prof Flapbracket and maintains the laboratory flux capacitor. He is definitely old school and has an affinity for things which make lots of noise, smoke, and which spew oil in all directions.

Control Line nostalgia – Part 1 (contributed by Lincoln Vincent)

With Auckland anniversary weekend coming up it has jogged my memory of the premier control line meeting in NZ, held here in Tauranga for many years. The two day meet drew more control line entries than the nationals. I had never heard of Tauranga when a young fellow journalist on the Auckland Star, an English migrant who had been in the famous High Wycombe club, suggested if I provided the motor, he would build a racer. So in two weeks he put together a very rough machine and I provided a McCoy 29, a cheap stunt motor notable only for lack of power and off we went to the Wharepai Domain for the races.



Off- course entertainment was watching the freighter Golden Master being pumped out at the Mount Wharf. The Golden Master had hit Pudney Rock and been beached on Matakana until it could be patched and refloated. There was none of the hooaha which followed the more recent grounding on the Astrolabe, the Navy simply sent an underwater demolition team in and Pudney was never again a menace to navigation.

As for the racing despite having the slowest model by far, but with the longest range and first flick starting we won, much to the disgust of the hot shot B experts. I was told one expert said if he could be beaten by THAT he may as well give up!

By the time I moved to Tauranga the event was at its peak, with round 30 modellers competing, But as r/c took hold the event flagged through lack of manpower to run it. Tokoroa took over for a couple of years then it faded away. It was a happy hunting ground for me. I won B team twice, the second time doing the ten-mile final in eight minutes flat, and winning speed ten times in 11 years setting two provincial and one national speed records in the process.

Tauranga was originally a control line club. One of its best racers was Trevor Hely who bought clapped Oliver Tigers and rebuilt them on an old flat belt lathe so they were better than new.

Nationals results

Great comp at the Nats Carterton. Our members focussed on gliding events and achieved good to average results all round, the best being:-

Richard Thompson 4th in F3k (discus glider), also 4th in F3b,

Rob Morgan 1st in all up / last down Radian (although thats a 'fun event').

F5j = Richard 8th, Rob 11th , Bruce Clarke 15th Tony C 16th .

F3j Richard 8th , Bruce 9th, Rob 10th,

Premier duration = Richard 9th, Bruce 11th, Rob 15th .

Ales 200= Richard 5th , Rob 9th, Bruce 14th (all beating multiple world champ Joe Wurts) Tony 19th.

Also Rob Morgan 20th in Aggy (out of 25 ,4 posted 0 score !)

Also constructed and flew a hanger rat for/with, Tony C.

For a full set of results go to :-

https://modelflyingnz.org/Admin/Event_Results_Detail.php?fbclid=IwAR0EKFVq0smIXZl0kuNDEAggwsYDm6RODSS84je-q4kzEtruARII0bfcyUA

That's all for this month. Fly safe and have fun

Dave Marriott

Editor



Join us on Facebook -

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

Don't' forget to sign the book when you go to TECT Park. We need this to be able to report usage statistics to Park management