



There's gold at the end of the runway – plus gorse, blackberries, wild pigs and a few lost aircraft ! (multirotor photo by Mike Wilson) - There is a Radian is somewhere at the foot of the rainbow.

This month's safety message



This month's message – don't fly over the pits.

While most of our members operate their models safely and responsibly, there are always a few who adopt a liberal interpretation of the rules. The rules are there for your safety.

Illustrated is a photo (dating back to the 1990's) courtesy of Hamilton MAC showing what happens when a model hits a stationary object. Fortunately, in this incident no-one was hurt but have a little think about what could have happened if someone was in the way.

General Gossip

- Junior member Dom Clarke qualified for both his basic Power and Advanced wings. Long overdue as his skills have been apparent for some time. Well done! Rumour has it that he is going to compete in the Aussie Nationals in June.
- Bulk methanol supplies have been distributed to those participating in the fuels group. If you are interested call Dave M. 021 909407.
- Bill has had a hip replacement – not able to drive for a few weeks so he is sitting at home planning all sorts of developments for the club.
- A big thanks to Bruce Clarke and Richard Thomson who restored our water supply. The loo is again functional. The next upgrade will be to fix the lights so you can see what you are doing.
- Following recent rain the TECT park fire risk has been reduced from 'Extreme' to 'High'. Its still of concern and if we don't get some serious rain soon the risk may be upgraded again.
- The battery charging board wiring has been upgraded. Please advise Dave if you still experience voltage drop problems. If you manage to short it out, the breaker will trip. You can reset this under the kitchen sink bench.

Mobile Phone coverage – by sleuth investigative reporter, Andy Avgas



Andy has received a response from 2 Degrees. It seems like the system installed is based on 4G which was originally designed as data only. Voice capability for 4G is a recent add-on and not all phones have the capability. To access the TECT tower you need a phone which is:-

- 4G capable
- able to access the 700MHz band
- be VoLTE compatible ("voice over LTE" -whatever that is)

An additional complication is that each service provider has to "select" which phones will connect from those which have the above capability. 2 Degrees list the phones they have "selected" as:-

Samsung Galaxy s9	iPhone XR
Samsung Galaxy s9+	iPhone XS
	iPhone XS MAX
	iPhone 11
	iPhone 11 Pro
	iPhone 11 Pro MAX

My phone is only 18 months old and the fruit company has confirmed that it is 4G/700MHz/VoLTE compatible, but is not on the list of 2 Degrees "selected" phones.

Andy feels that we have been short changed - my expectation was that anyone with a cellphone of any type, age, or model, would be able to access the system. Cell phone coverage will be discussed at the next TECT Park Users group meeting.

If you are having difficulty, check with your mobile phone services provider.

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

- "I am model aircraft" – a USA video concerned about proposals to require model aircraft to be fitted with tracking devices. This issue is also being debated by CAA in NZ.
<https://www.youtube.com/watch?v=ehJ9gWI50jg&feature=youtu.be&fbclid=IwAR04-1757mkPhH2zqsP-8LL18E8TI2xvA0aD8DPGqzn7q2I5ARSJ3urlrc>
- The basic IMAC pattern -
https://www.youtube.com/watch?v=DZlYlu29IRI&feature=share&fbclid=IwAR1G3w3xyu7VIWoHSKBUC0yrlEi5VcA6NXhYMi1MuoodWbPqnDUrF2ut_cM
- Making the Merlin engine - <https://www.youtube.com/watch?v=-fo7SmNuUU4>
- "Full Noise" sets a new NZ speed record for a prop driven aircraft -
<https://www.stuff.co.nz/sport/motorsport/119325308/speed-record-set-at-oreti-beach-despite-strong-winds>

Paulownia supplies

For those who are looking for a supply of Paulownia timber. The previous main supplier to the model industry was Woodworks in Northland. The business has now transferred to Neville Connew at n-connew@xtra.co.nz.

Alternative suppliers are:-

- Graeme Smith, Te Awamutu, miraka1@outlook.com, Ph 07 8722853
- Rod Lawrence, Paulownia Timber Ltd, Tamahere. rod@laurence.co.nz Ph 0204 566566

Unfortunately, these two can only supply rough sawn so you will need to finish size it yourself. Rod is able to supply thickened planks which you can rip down. This works well for spars and struts.

Windsock

Last month it was reported that an Andy Avgas clone had installed a small windsock directly in front of the webcam as an indicator of wind direction and strength. This is a very lightweight silk windsock and will stream out horizontal at a sniff of a breeze so don't be put off if it looks windy. Perhaps we should put a weight on it and calibrate it as is done with full size windsocks. As a general note, the weather station tends to overstate the wind speed. This is probably because of its hilltop location where the wind accelerates as it goes over the hill. Generally, the wind at the runway is a few km/hr lighter than the weather station would indicate.

End of year stuff

The April club night will be our AGM. This year it falls on April 1st. This is a reminder in case you missed the official notice sent by email. The closing date for nominations for Committee and remits is March 21st.

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

February Club night

This was held at TECT Park. The wind died away and the weather was clear and calm – perfect conditions for an evening flight with the Sun at your back. Some 20 members and partners turned up with a range of aerial devices including fixed wing propeller, electric, glow, gas, electric ducted fan, DLG, helicopters and multirotors. We've got it all !

The BBQ was driven hard with a surplus of sausages and a shortfall of bread and tomato sauce. The collective Mrs Browns gathered a swag of blackberries which provided a welcome dessert. Dave and Isaac braved the jungle looking for Mike R's downed Radian and emerged covered in blackberry and gorse scratches. This earned a rumour of zombies which live in the jungle and who come out at dusk covered in blood and carrying dead aeroplanes. With an official sunset of 8.20pm, there was sufficient light for flying until after 8.30. A good session both socially and flying.



Coming events

- tentatively 14th March **Aerobatics day** –to be confirmed
- **March 7-8 Kapiti Aeromodellers' Club** annual rally
- **March 15th – Rotorua Club Model Airshow**
- **Sunday 22 March - TECT Park Open Day. CANCELLED**
This is now deferred until the 12 December to coincide with the 10th anniversary of the park opening.
- **17 May, 21 June, 26 July 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. . More details closer to the day.
- **1st April. AGM** –Time to hold your hand up.
- **21st June. Auction** 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.
- **12 December.** TECT Park 10th anniversary. Planning is underway and will include a general open day for members of the public to see the activities in the Park.

Rotorua Model Aircraft Club

Model Airshow
Sunday, March 15
10am to 3pm

At the club flying field, on Mead Road.
Turn right, 1km past the Green lake on the way to the Buried Village.

COME AND SEE AN AMAZING DISPLAY OF FLYING MODEL AIRCRAFT.

Gold Coin Donation, BBQ and refreshments
Trial flights on the club trainer and simulator.

Weather doubtful? (rain or high winds). Check Facebook.
Alternative date, the next weekend Sunday, March 22.

<https://rotoruaamodelaircraftclub.weebly.com>

[f](#) rotorua model aircraft club(rmac)

No dogs allowed.

Control Line nostalgia – Part 2 (contributed by Lincoln Vincent)

The people -The club members who ran the Tauranga control line events were the Oliver brothers Dick (Trevor) and Ron, Alan Pennel, Trevor Hely and a few others I can't remember. Class A was the most popular class--it seemed every flier in NZ owned an Oliver Tiger. My best one got me into two nationals finals and broke under the strain after several seasons. I much preferred the B's and the Eta 29s which were real rockets, though thirsty. The sound of four 29s at speed was really stirring. In Auckland I was in a club final which was believed was the first in NZ in which there were two 100mph + racers. These were myself with a Mk6 Eta and Dick Wong with a modified Mk 3. With an airspeed advantage of over 10mph over the longer ranged Veco 29's, and flying four up rather than the three of today, it made for an interesting life for the pilots. Especially as the aircraft were general heavy and had to be flown two handed because of the pull. Control line was popular with fliers and public. The Auckland club flew contests monthly at Western Springs, not the stock car track but on the adjoining sports fields where I also played schoolboy rugby. There were usually several hundred spectators.

Combat was especially interesting as several competitors used an English model designed for the Mills I.3 but with Etas 29s. *(about a tenfold increase in power –Ed)*

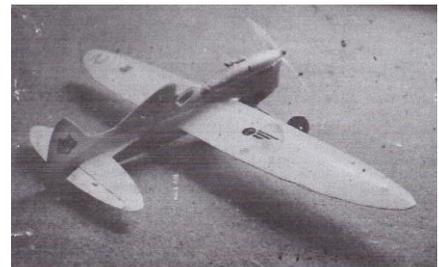
The Tauranga meet changed from Wharepai to the Windsor Road soccer ground, now housing the heated pool and tennis courts. There was one natural hazard, small boys trying to nick the models. It the same word over in the free flight world champs I flew in at Hungary and the Argentine there were model thieves down wind.

In the Argentine I lost a Wakefield that way and the English retrievers followed a power model tracker signal into a house to find a number of other models already there and more being brought in.

"Oh senior, we were just collecting them to bring back.."

"But of course you were"

The models -The tatty b&w pic is of the racer I had when I moved to Tauranga in 1961, stripped back and refinished to reduce the weight of 36 ounces which made it a real handful to fly. It was checked in practice at Memorial Park at 112mph for 22 laps. Pan was cast to my pattern by Fowlers, a big Auckland foundry then in Albert Street in central Auckland. I used it for about five years, as you can see by the battle damage. I used a shorter coupled version with a thinner wing for Class A. It used a pan made for me by Brian Borland, whose father had an engineering shop.



The other model, using the same pan and engine, was built for the 50th Nats and as through free flight I had learned a bit about wood selection was kept down to 21oz. The finish was epoxy and very light glass cloth. It finished mid field. In Phantom racing it was a different matter. I set first and third fastest heats and was second in the final. I used a very good Australian Taipan 1.5 ccc motor which was also placed in Midge speed at round 83mph. A Midge at that speed on 35 ft lines is a devil to keep with when you are old and out of practice and I nearly lost it mid flight when my legs would not keep up.

The engines - There were a number of Taipan 1.5 variants, some good and some not. so. The fast model had a tapered front housing and a bell mouthed intake. When I flew Phantom the Taipan was faster than any of the PAWs and a one flick starter. The old team racer was called Pyewacky which was a witches familiar (black cat) in a play "Bell, Book and Candle"

. The fin logo is actually the class sail marking for a 12ft Kitty class catamaran. I designed all my models, going back to a delta A team racer with an ED Racer. That did not fly well, but as a 14 year old I was chuffed it actually did fly.

When I was at school I bought a second hand Amco 3.5BB. I don't know if the fits were as made or if the owner had been fiddling but the contra piston went up and down with the piston. I also bought a second hand Nordec 60 which after failing to get it to go well enough to get a model off the ground I threw away. Len Perry (Airsail) imported a McCoy for me.

The McCoy 29 motor pictured last month was quite good looking but beauty can be misleading. The most gutless 29 I have ever used. It took about a third of a lap to get off the ground and a further lap to reach maximum altitude of shoulder height. Range and first flick starting were its attributes. Luckily I sold it straight after the Tauranga meet--

have later read they had a limited life, like the famous Fox motors operators took several for a days flying knowing just one was likely to expire early. I have read American stunt fliers using the Fox 35 had an unofficial contest if it was too windy to fly-- seeing how far you could throw one. The famous English motors, like the Elfin, were notoriously erratic most being built on war surplus. clapped out machinery. The Elfin factory of course was in a scrap yard which supplied the materials.

A recent Aeromodeller bit described the experiences of a trainee machinist straight out of school making Amco 3.5BB motors on a lathe that had many functions, such as autofeed, out of action. One machine making crankshafts would vary the cut by 10thou or more--British precision at its best.

My first Eta was a Mk 5 which had a drop forged rod of a high tensile alloy and a tufnol (*rotary valve*) disc which cured the problems.

The Eta designer was an interesting bloke, born in Auckland to an English mother who could not stand NZ so the family moved to England where Bedford senior set up a business making scientific instruments, The boys, Eric and Ken were interested in aeromodelling so started making motors. Ken was responsible for the glow 29 which was based on a McCoy motor, though better built. It started good for .4bhp at round 15k and the final version put out .9bhp at 17000 plus. Ken built his own dyno to check performance.

He was also a standby reed player in the top English dance band run by Ted Heath and in his 80s passed the top Royal Music Society exams for clarinet. His Eta motors sang a beautiful tune !

Lincoln

Photo gallery



Another of Frank Brown's planes – this one a scale Glassair GA-1.

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

Dave Marriott
Editor



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