



Canadian Warplane Heritage Museum Avro Lancaster C-GVRA night-time engine runup,

Field maintenance

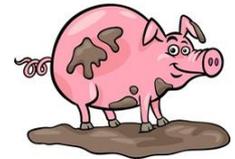


For the last few months, and particularly during the Covid shutdown, we have experienced numerous incidents of pigs and pukekos rutting up our grass airstrips. For a while we suspected they were looking for grass grubs and our focus was on eliminating the grubs in the hope that this would reduce the frequency of pig and pukeko damage. Before investing in expensive sprays and/or other treatment we approached Lawnfix who are experts in grass maintenance. Their local representative Phil Shilton, visited our site, took soil samples and gave us an hour of free advice.

The upshot is that we do not have an immediate grass grub problem, and that pigs and pukekos are always destructive seeking any protein – eg earthworms, grubs and beetles even in healthy grass. This visit has saved us the cost of unnecessary spraying and also provided valuable advice on the use of fertilisers and pest control regimes.

We will now be talking to TECT management about extensions to the electric fence, and will also be developing an annualised field maintenance programme to try to improve the quality of our runways.

If you are having problems with your home lawn, give Lawnfix a call. They have a range of annual packages where they will visit at regular intervals and provide whatever treatment is needed.



Would anyone like to volunteer to take responsibility for field maintenance? This is mainly a matter of keeping on top of the maintenance schedule. We have all the necessary equipment for spraying and fertiliser spreading. Its not hard finding volunteers to do the physical work. We just need someone to take ownership of the programme and make it happen.

Still waiting for a volunteer to build a more robust battery charging bench.

Recent winds have blown the small runway level windsock away. We have searched locally for a replacement but without success. We have ordered some replacements from overseas, and while we have received confirmation of despatch, they appear to be lost in the sky somewhere.

MFNZ News



MFNZ AGM 4th July, Miramar Golf Club Wellington, 10 am. Are you going? They are still looking for a Secretary and a Treasurer. Do you have what it takes? Hold your hand up. Aerobatics flyer Frazer Briggs is standing (unopposed) for the role of Central North Island rep. Some of you will have met Frazer in his recent series of IMAC days. We'll try to get him to a club night to talk about his aspirations for MFNZ.

Have you received your June copy of Model Flying World? If you opted to receive this by email, you should have got it last week. If you didn't receive it MFNZ may not have your current email address. In this case you should update your email details with Paul Clegg at members@modelflyingnz.org. If you still prefer a paper copy, these seem to have got lost in transit somewhere.

We need your input!

Despite the return to comparative normality after the COVID-19 lockdown, there has been surprisingly little activity at the flying site. We have had some beautiful calm clear and warm autumn days and the few members that turned out have enjoyed good flying. It certainly hasn't seemed like winter.

For the newsletter, last month we had a bumper crop of photos of model projects which had been completed over the lockdown period, but this month, despite prompting, only a small number of contributions came forward. It seems other clubs have had the same issue so perhaps we have all gone to sleep from the unaccustomed drama of having to get up at a set time in the morning to go to work. This newsletter relies on the input of members to cover the full range of aeromodelling interests within the club so please have a think about what has challenged or excited you over the last month and send me your stories.

Last weekend was the shortest day, so Summer is just around the corner. Lots of flying to be had. Lots of new experiences. Lots of drama. Use the newsletter to tell your mates what's been happening.

Prof Flapbracket



All too often I see a model come to a grisly end following a deadstick and a failed landing. Despite heroic flying skills and the best of intentions, deadstick landings are a risk area and one to be avoided if possible. The best solution is to avoid the engine failure in the first place. One of the causes is that we set our engine idle speed as low as we can get it to avoid floating on landing, and then when we throttle back in the middle of a manoeuvre, it quits. One solution is to use a dual rate switch to set a higher idle speed during flight, and then flip the switch on landing approach to get a low idle for landing. Simple!

Coming events



- Graeme Frew, owner of Yak 3 Reno racer "Full Noise", will be in Tauranga on 15 October. He will be giving a presentation in the Waikato University Lecture Theatre, Durham St, Tauranga. 5.30pm for 6pm start. \$20 attendance fee, including drink and nibbles. This event is being organised by Engineering NZ, and members of TMAC have been invited. If you let me know your interest by email, I'll keep you updated on any changes.

- **Australian International Airshow and Aerospace & Defence Exposition (AIRSHOW 2021).** 26-28 November 2021.

This is the 100th anniversary of the Aussie airforce and is bound to attract some heavy machinery. Put a note in your diary and trust that the world comes back into balance before then. If you are interested contact Dave Marriott and we'll see if we can arrange a group.

- **TMAC Auction** – now scheduled for 4th October. Stuff is starting to arrive.
- **Auckland Thermal Thaw** – 26th July. See Bill de Renzy for more details or to arrange a ride.

Auckland Soar
RADIO CONTROL SOARING CLUB

**Thermal Thaw
2020**

**Ambury Farm Park, Mangere Bridge, Auckland.
26th July @ 10am.**

Auckland Soar invites you to attend the COVID 19 delayed Mid Winter Thermal Thaw: Radian and Open Thermal Soaring Competition.

Join us for a day of fun, electric assisted soaring competition and BBQ. For registration please contact Anell and let him know you are a starter: anellp@rcsoar.net.nz or 021 133 8820. MFNZ affiliation is required and \$5.00/registration covers costs.

ALES Soaring Competition Classes:

- Radian Class: 3 x 7min flight + landing
- Open Class: 3 x 10min flight + landing

Altitude Limiting Rules:

- 30 second motor run or
- 200m launch with altitude limiter (preferred) or
- 22 second motor run with standard Radian

Useful links

- Is this the future of helicopters? <https://www.youtube.com/watch?v=d80oXSCcHTk>
- Notable for the statement "Immediately on collecting your wits!" <https://youtu.be/CfVKUdA433Q>

Wings Test Questions



We continue our series on standard wings test questions. We still have a number of members who are proficient flyers, but have not yet applied to sit a wings test. The test is not arduous - it consists of being able to demonstrate that you can safely operate your model with a take off, horizontal manoeuvres and landing, and orally answering some basic questions on safety, club rules, and civil aviation rules. You do not need to do advanced aerobatics or sit a three hour exam ! The

primary purpose of getting your wings is to satisfy a minimum competence test which is a requirement of the MFNZ insurance.

Benefits of getting your wings badge go beyond insurance. You can fly unsupervised and you can get a key to the gate and club facilities. It also gives you bragging rights with your mates. You can enter into inter-club and national competitions.

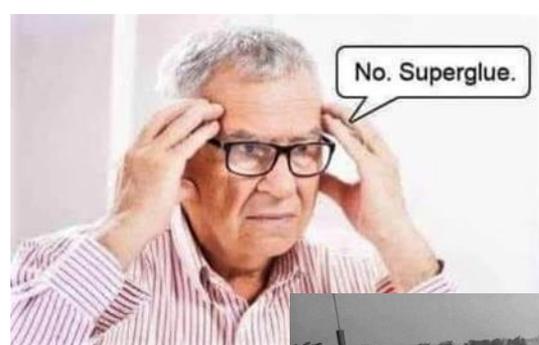
A full set of questions and typical answers can be downloaded from our web site. You do not need to learn the answers to questions by rote. Most are common sense and your examiner will be looking for you to express your answer in your own words.

questions	Typical answer
1. Describe the airspace class at TECT Park	Class CTR = a controlled airspace extending upwards from the surface of the earth to a specified upper limit. The TECT Park flying site is designated as Danger Area NZD 237. It is designated "for the purposes of model aircraft flying". It covers a circle of radius 2km and with a ceiling of 2500 feet above mean sea level. (1000' above ground level)
14. Can you fly at night?	No - refer CAA Part 101 Aircraft cannot be flown outdoors at night, except if you fly it within 100 m of a structure such as a church or water tower. Flying an aircraft within 100 m of a structure is referred to as a 'shielded operation'. That's because no other aircraft would be flying that low and close to such structures. Your aircraft must not fly higher than the top of the construction.
25. What is meant by dual rates on a transmitter and how does this affect the control surfaces?	Dual rates are where the amount of travel of a control surface can be changed by a switch on the Transmitter. A typical use is eg to have one switch position with reduced settings, for precision control of landings, and another higher travel setting for aerobatics.

Clubnight June

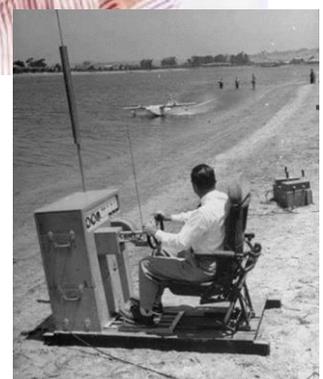
Some 20 members braved a downpour to attend our first meeting back after the lockdown. Dave brought his new Junkers d1 and spoke about the significance of the original machine, in the closing months of the first world war. Dominique Clarke showed his new foamboard model. There are lots of plans for simple corflute/foamboard models on the internet. These are cheap, easy to build and fly well. Good candidates for RC combat!

Andy's Column



Oddspot

Last month's photo of a sit down radio control system was published as a general item of interest. One of our Wellington readers pointed out that this was a system of historical significance, built by Howard Hughes, as part of model testing of the legendary Spruce Goose. The radio system was probably of military origin from flying full size aircraft by remote control.



Our President's Covid shutdown projects (contributed by Richard Thompson)

Most of you will have seen some of Richards projects. When he isn't flying a large glider he often has a very small model with a ginormously powerful donkey on the front turning a toothpick prop at near light speed.



"The first photo shows my completed little Toni fuse in the background powered by a reasonably tame Irvine 40. The fuselage in front is another little Toni which will house a rather hot OS 46 VX motor capable of close to 30000 rpm. I got a couple of coats of undercoat on before I ran out of paint and no ability to purchase more.

I had the QM version of the Little Toni sitting on the shelf as a kit so I started putting that together. This is smaller

at only 1050 mm or 41 1/2 inch span as opposed to the larger 50 inch span model. It was designed for hot .15 ci motors and back in the 70s and 80s when these were popular in the States the Rossi motors were king. I'm undecided what motor to run in this just yet. I have a reworked Cox Conquest which is a beautiful little .15 sized engine and a 7 ported Nova Rossi .21 which probably is a bit big and heavy but sure would make it go



quick. The build on this came to a halt as

I didn't have a mount for either engine during the lockdown and so couldn't install the engine.



The third photo shows another kit I had of another one of my favourite aircraft - the Pitts Special. I started on the fuselage which had to be modified a bit as this model was originally intended for a .60 two stroke and I plan to put an OS .95 V four stroke. Things were progressing nicely and then we went to level 2 and I had to go back to work and I haven't done anymore on any of the models. I do however now have more paint and the appropriate engine mounts for the QM Toni so it's just a matter of getting back into the shed to get these things finished."

For sale



Jon Blunn has a Seagull PC9 (SEA 103) airframe for sale Wingspan 1600mm (63")

Was previously flown on electric setup so clean airframe. Would also suit gas/nitro setup. Top hatch for easy batteries/tank access.

Electric retracts, Home-made wing/fuselage bags

Servos: Aileron x 2, Elevator x 1, Rudder x 1, Nosewheel x 1

Interested? Give Jon a call on 021 1402694.

That's all for this month – lets go flying!

Dave Marriott
Editor



Stay safe.

While things inside NZ are returning to normal, we live in a fragile fortress surrounded by a large saltwater moat. COVID-19 is ramping up all around us.

It only needs a few breaches and we will be in shutdown again. Its not over yet – please respect the social distancing and contact tracing requirements.

Are you still keeping a contact register?