



The Whangarei Model Aircraft Club inc.

Propwash

December 2019



The classic lines of Tim's Spitfire caught in a dramatic pose by Chris Knapp

Moving the Model workshop.

As a few members will be aware I have shifted into town from our property in Maungatapere. Having been there for 25 years and having a few sheds in which to bung my models it has been a bit of a job to shift all the model stuff and models to their new home.

I made a list of the models and what Receiver, Battery, Servos, Engine/Motor propeller combination, and Transmitter, went with each. A wise move as it turned out as it has been a constant reference as I get each model airborne again. 22 IC powered, 17 Electric powered, and 5 Gliders plus a number of Free flight models to get through. (Oh yes you can have too many models!!) Storage is a bit of a problem at our new address, so some are stored in a hired storage shed while I try to sort out a layout at the new town address.

At the moment I am working through the list starting off with the IC jobs to get them into flying condition and tested at the field. Some of these you may have seen at the field after I have managed to de-gunge the engines in the IC jobs. I like the 4 stroke glow engines and some of these have got rather stuck up with residual oil etc. The main problem has been the valves/pushrods stuck in the open position. One of the engines, a 2 stroke. was completely jammed up and after trying some heavy persuasion (i.e. butchery) I passed it to Gus K who sorted it and I now have an operational engine. (thanks Gus).

Checking receiver batteries and cycling them and checking switches etc for black wire corrosion has also been an essential task. I should have disconnected the batteries before the shift!

So far, I have brought out 8 of the IC models for an airing most all of them Scale jobs and they have been successfully flown. 6 of the Electric models have also had some airtime, they take less time to prepare for the air, no sticking motors there and BEC looks after the corrosion problems.



The Tiger Moth pictured had the jammed engine but has now flown successfully and the Fokker Triplane has also seen airtime at Portland a few of the others have been aired as well. WW 2 jobs such as the Thunderbolt and Spitfire have flown successfully after some engine maintenance. There are some more power models to come but and a few electric jobs watch this space!

Remaining is the sorting out of the workshop where in the old place it may have been messy I still knew where to find things. Now it can be an all-day hunt or a trip to the storage shed to find things. Lots of hair pulling but I am getting there.

Graham Main

My Nick Name is Gears

Report by Tawhai Webby

On Friday Dad and I drove down to John Danks's place which is south of Auckland at Pukekawa. John has an aeromodelling shop and his own flying site. We stayed with John and his wife Sharon.

In the morning Dad headed north again to a control-line competition in west Auckland.

I got up and John let me fly a Radian. It is a radio control glider with a 2-metre wingspan. I had never flown a glider before, but it was really fun.

I stayed up in the air for about 30 minutes on one battery.

I was quite good at flying a glider. I just had to glide in big circles.

After that I went back to the house and set up my models and checked my batteries.

I was down at John Danks's place because Frazer Briggs was holding a teaching day where we learned to fly in a contest.

My first flight was not too good because I was using my smaller less powerful model and it was very windy. I got through my schedule and landed. In the schedule I had to take off, do a procedure turn, a double stall turn, a Cuban eight, 3 inside loops, a slow roll, one outside loop, 3 horizontal rolls and 3 turn spin then land. Each manoeuvre is judged including the take-off and landing.

For my second flight I flew my bigger model. But I had only flown it in calm weather, and I was using a 3-cell battery pack.

This time it was windy, and the aircraft looked like it was running out of power. I landed and finished the flight with my smaller model.

When we were having our lunch break John said "Do you want to try a 4-cell battery pack in your model." I tried a 4-cell and it was perfect.

On my next flight I used the big model with the 4-cell. But the elevator seemed rather twitchy. We tried a whole lot of stuff, but the elevator was still twitchy.

On the third round it was worse, but I still flew my whole flight.

On the 4th flight, which was the last round, I did not get to do the 3 turn spin because I thought my model was running out of power.

I tried to bring it into land. I did not make it to the strip but landed in the long grass before the strip and broke a propeller.

It rained really heavily for about 5 minutes. I ran and got in the shed with my transmitter and other electronics. When the rain stopped John Danks went out and put a bit of pressure on the elevator to see if it had some slop in it.

Gears continued:

The elevator just moved freely. I took the servo out of the model, pulled the servo apart and found 3 teeth broken off a gear. I put it back together, but I will have to find a new servo before I can fly that model again.

Frazer said, "We should call you Gears."

In the radio control group, they have nick names for everyone.

Frazer's name is Bogan.

I am now 'Gears'. It could have been worse.

It was a good day and I had a lot of fun.

Wayne's Reno style P40

Wayne Webb purchased this Reno Race Style P40 and after a bit of refurbishing plus the installation of a modified Ducted Fan engine and Radio gear had it out for a trial run early December.

All went well the engine mods seemed to work OK with the engine running well. The first flight went well after along take off run and some steady circuits sorting out the trim the P40 landed nicely. A few tweaks were considered necessary, so a second flight was scheduled for a later time. This took place the following day the engine was not playing ball and 3 flights had a premature engine cut, fortunately resulting in no trouble landing but Wayne is going to investigate the reason for the premature engine cuts. Overall the P40 seems to fly well and once the engine is sorted should be seen at the field regularly.



December Club Day and BBQ

Unfortunately we only had a small turnout of members for the Club BBQ on Sunday 8th December. However, Club Captain Dave Jackson laid out the BBQ and the few who did make it along partook of the fare on offer. It was good to see Tony Smith out again after a difficult period during the year culminating with a Heart surgery. Tony had a few flights with his lightweight models so should be seen at the field again in the new year.

Not too many flying and unfortunately, we had a flyaway with the model yet to be located.

Dave J Flew his diesel-powered RC Tomboy as a change from the Free Flight version, while the Foam board “Bushwacker” of Wayne Eades lived up to its name giving Wayne a wild ride and landing in the outfield.

Graham Main had repaired his Trojan and gave it a couple of trial flights after its dive to earth the previous week. Murray Dyer had his smaller Trojan flying well to show how it’s done.



Out and About

A few snaps from Saturday 16th November by Chris Knapp:
Tims Magnificent Spitfire





Graham's Fokker D VII









Tim's dunkers (originally a dornier biplane built by Kap but later modified with the top cabane removed and a new wing added - looks a bit like a junkers monoplane hence the dunkers)







Wayne Eades Dusty





Graham Perks eflite Pitts Python



National Decentralised Events (NDC)

The classes can be flown on any weekend in the month listed with scores given to the secretary or editor to reach the MFNZ Recording Officer by the 14th of the following month.

January 2020	1	FF	Aggregate
January 2020	2	FF	Catapult Launched Glider
January 2020	3	FF	Hand Launched Glider
January 2020	4	FF	Coupe d'Hiver
January 2020	5	FF	Tip Launch Glider
January 2020	6	FF	A1 Glider
January 2020	7	FF	FAI F1D Indoor Rubber
January 2020	102	VINT	Vintage FF Precision
January 2020	103	VINT	FF Vintage Glider Duration
January 2020	104	VINT	FF Nostalgia Glider Duration
January 2020	105	VINT	RC Classical 1/2E Texaco
January 2020	106	VINT	RC Classical E Texaco
January 2020	107	VINT	RC Classical Precision
January 2020	67	SOAR	F3K Tasks B,D,G,H only (total raw scores)
January 2020	68	SOAR	ALES Radian Class P
February 2020	8	FF	P30
February 2020	9	FF	Open Power
February 2020	10	FF	FAI F1A Glider
February 2020	11	FF	1/2 A Power
February 2020	12	FF	Open Tissue
February 2020	13	FF	FAI F1L Indoor Rubber
February 2020	14	FF	FAI FIB Rubber
February 2020	108	VINT	FF Vintage Power Duration
February 2020	109	VINT	FF Nostalgia Power Duration
February 2020	110	VINT	FF Nostalgia Rubber Duration
February 2020	111	VINT	FF Classic Rubber Duration
February 2020	112	VINT	RC Vintage 1/2A Texaco
February 2020	113	VINT	RC Vintage E Rubber Texaco
February 2020	114	VINT	RC Classical IC Duration
February 2020	69	SOAR	Thermal A (Open)
February 2020	70	SOAR	Thermal H (2 Metre Glider)
February 2020	71	SOAR	ALES 123 Class N
February 2020	72	SOAR	X5J Unlimited Class O
February 2020	161	CL	1/2 A Team Race
February 2020	162	CL	FAI Team Race (F2C & F2F combined)
February 2020	163	CL	Open Goodyear Team Race
February 2020	164	CL	Slow Goodyear Team Race
February 2020	165	CL	Class B Team Race
February 2020	166	CL	F2A Speed
February 2020	167	CL	Percentage Speed
February 2020	168	CL	Classic 'A' Team Race
February 2020	169	CL	Classic 'B' Team Race

Upcoming events

December 27th Brian Borland Memorial Warbirds Fly-in

Whenuapai Airbase Details on the MFNZ website

December 31st to January 4th 2020 Carterton – Nationals Aerobatics competition.

December 31st to January 4th 2020 Carterton – Nationals Scale competition.

January 2nd & 3rd 2020 Carterton – Nationals Pylon Race days.

Saturday February 1st & 2nd – Warbirds over Awatoto, Hasting

Saturday February 22nd Waharoa Matamata – 2020 Scale competition.

Sunday February 23rd Airsail – Pylon Race day, Waikato champs.

Friday, Saturday & Sunday February 28th, 29th & March 1st – Aerobatics Awatoto, Hastings

Sunday March 1st Highbrook – Open Day.

March 7th and 8th Rees Jones Memorial Fly-in Whangarei MAC, Portland Site

Thursday, Friday, Saturday & Sunday March 14th-16th Airsail – Vintage RC North Island champs.

Sunday March 22nd Airsail – Pylon Race day.

Saturday April 4th & 5th MANZ – Large Model NZ event – North Shore Model Aero Club

Saturday April 11th 2020 Venue to be advised – 2020 Scale Competition.

Sunday April 26th Airsail – Pylon Race day.

Saturday May 2nd & 3rd MANZ – Large Model NZ event & AGM – Matamata Model club

Sunday May 17th Airsail – Aerobatics competition.

Sunday May 24th Airsail – Pylon Race day.

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