



Club Update--- March 2018



Need the strip mowed... any volunteers

For those that think the club has not made any progress over the years... pictured here is the "old" mower ... and I'm referring to the machine, Jim was younger those days. I believe this was before we had a shed as well, so the mower lived somewhere near the rangers hut and had to be transported over to the strip when it needed mowing. I'm sure that Jim has a few stories to tell about using this evil looking mower.

Doubt that John would be seen driving such an ancient and unstable looking piece of equipment.

From the Prez.

Hi all. Not a lot to report this month. Family commitments since before Xmas have certainly squeezed the time available I've had at the field. Disappointing, I was unable to make the 2 BBQs organised.

Wind has been a constant factor over this summer, but even so, there have been some very good flying days, afternoons and evenings. A case in point would be today (28/2) Raining this morning but clear by lunch. Mike Hall first down for some flights, followed by Owen and myself. Little wind to speak of, although it did veer NW to SSW. It was good flying conditions.

Rally is just around the corner now. I have everything crossed that can be crossed that we don't have a repeat of last year's weather. Wouldn't it be great to have a fine and wind free weekend!

We haven't had as many volunteers as we would like to man the gate etc, so we will be relying on people on the day to 'do their bit' You can't fly all the time and doing 'your bit' would be appreciated.

Our February meeting was held in the new Kotare room at the Park. Given the weather, we had a good turnout, and everybody was really enthusiastic about the facility.

A vote on the night meant we will continue to meet there.

MANZ Rally.

You will recall that a couple of years ago we hosted a MANZ rally at the end of January. We have been approached to host another at the end of January 2019 and we have agreed to do so. More info obviously closer to the time.

News from the Park.

Aerial spraying has recommenced in parts of the park. The weather before Xmas put paid to having the Blackberry sprayed at that time, but it is down to be done in Autumn. I also understand that willows etc along the stream are to be removed.

There is some further development to go ahead around the new meeting room and Rangers office.

A car park is to be put in providing parking for some 30 vehicles. A new footpath will be laid from the pedestrian gate at the main entrance, down to the new buildings. A new exit gate will be installed to the North of the current main gate so an entry and exit gate will exist. This new gate system will also serve the farm, as the current entrance/exit are off the Expressway. The road will be change accordingly to manage the traffic flows. I'm not sure when this work is to be done, but I don't think it's too far into the future.

Other Holfuy sites.

The weather station has been a big boon to the club over the last few years. There are some (no names mentioned) who can tell you who has been there on any given day. There is the occasional glitch which normally just requires a reset to overcome. A number of us can do that.

One of the things that can be interesting though is looking at the camera at other sites.

Here are a few I grabbed the other day.

📷 Holfuy Webcamera: Cirrus RC Flyklubb



I've often had a look at this R/C club in Norway. It seems to be a good layout, but obviously not functional at this time of year!



How about this gliding club in Lithuania



Or this hang gliding club in West Germany.

We have it pretty good really.
Steve.

Quite interesting that Steve sent through these pics, as I got some from John Von as well .
from our own weather camera showing some of the extremes we have had.



Where are the float planes?



From Zero wind



to

gusts over 60kph

The Andrews A1 Special... by Ian Crosland



A couple of photos, one of full size and one of model. The wing and tail finished ready for covering but there is still a lot of work to do on the fuselage. I have had to draw up the plans from memories of the 1950s and measurements taken last March. The 1/4 scale model has a 1.830mtr span, [6'] and a length of 1.4mtr and powered with an OS 60 4 stroke swinging a 13" prop



The full size Andrews I helped build back in the early 1950s at the old Rongotai Airport is still flying and also up for sale. No, I'm not going to buy it.

and wait there's more ... from Steve.

Club Fees.

Club Fees and MFNZ fees will be invoiced to you shortly.

REMEMBER the **due date is the 31st March.**

If unpaid by that date, you will no longer be a Financial member of Model Flying NZ and will not be covered by Insurance.

There is no longer the grace period that was allowed by MFNZ for a number of years.

Closing the main strip gate.

It has been the practice in recent times to leave this gate open when we are sure there is no stock in that field. We have now been asked by Regional Council to keep this gate closed at all times, even when there is no stock present. It is part of their park control requirements.

Cheers, Steve.

Club Night - February.

Several brave souls ventured out during the tail end of cyclone Gita and made it to club night. I'm not sure if it was the lure of the screening of one of the only two flying Lancasters in the world or the new venue at the Kotare room, at Ramaroa in Queen Elizabeth park. In my case it was the latter, I wanted to see where our tax money goes... I'm not sure what it cost , but it would not have been cheap. I won't say any more. It is a great facility and a comfortable place for our club nights. The kitchen is great and although I was "volunteered " for supper duty it was so easy, with all the required equipment on hand. The Lancaster video was quite interesting as well, featuring the Canadian one.



Some of the boys relaxing at the "executive lounge" end ... pre movie.

For Sale - Covered Trailer set up for model transport

I'm selling my model trailer as I have had to buy a bigger one to fit a new airplane....as you do!!! The trailer has a galvanised steel frame and sides with a plywood floor. Leaf springs are rated at 1000kg I think so it can carry decent loads if required. The chassis, and trailer sides and tailgate are in very good condition and it has a 50mm locking tow bar. Tyres are brand new and it comes with a spare wheel and a fitted jockey wheel. The trailer tows well and is light on a vehicle and to manoeuvre by hand. It has a custom made fibreglass top that sits on a rubber seal and bolts down onto the trailer frame, so it can be removed if required. It has an opening rear hatch and one side door so access for loading is good. The top is in very good condition and it has gas struts on both doors. I have built a lightweight steel frame into the trailer and a horizontal shelf supported on steel frames. All the steel frames are lightweight angle brackets so the whole internal configuration can be removed completely or modified very easily as its all bolted together like a Meccano set.

Dimensions are:
2.5m internal length.
1.2m internal width.
About 1.5m internal height.

Note that my preference is to keep the aluminium toolbox on the front as I can use it with my new trailer but I'm open to offers to include it. It would cost over \$6000 to build a similar trailer so it's for sale for \$3,300 ono without the toolbox. Inspection welcome. Currently registered and I would get a new WOF for it on sale.

Pete Brown

Email pete@balanced.co.nz
Mobile 021 399548



Propwash.

Propellers always create some discussion. There is a lot of science behind the design and performance of a propeller most of which I am not very familiar with. I have done some calculations now and then and come to the conclusion that for the models I fly, I don't need to know all the science. If you stick to the range given by the engine/motor manufacturer you should be fine, after all you would like to think that they have done the math.

A propeller converts torque from the engine or motor into thrust, and rotational speed into linear speed.

The basic dimensions. Diameter and pitch.

The formulae's tell us that a slight increase in pitch only slightly increases the power requirements whereas a slight increase in diameter makes a huge difference. ie. When going from a 10" prop to a 11" of the same pitch you would require 1.46 times the power, or if the same shaft power was kept, then the rpm would drop by 12% from what it was.

So , where am I going with all of this.???

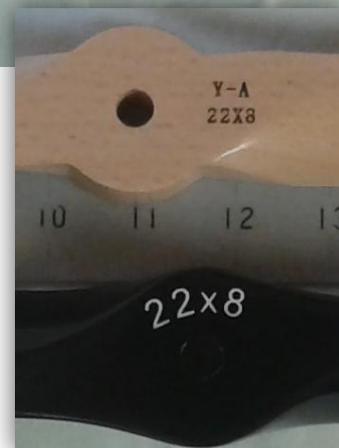
Well, it appears that not all inches are created equal, especially when coming from Hobbyking. I recently purchased two props, 22x8 for my DLE 55. I probably would not have noticed much until placing them next to each other, then made this interesting discovery.



So if you think that your rpm is a bit low, might pay to check that the dimension printed on the prop corresponds with the actual diameter.

I have measured the pitch and at least they got that correct .

So looks like I got an extra inch for free and who doesn't want an extra inch!.



Last reminder

Remember rally next weekend. We have been a bit short on volunteer helpers this year. So if you are coming to the rally and haven't yet put your hand up, check with Steve or one of the committee on the day and see if there is anything you can help with. It will be good to see some different faces helping out. If you would like to fly, make sure your models are airworthy and will pass the pre-flight inspection. It's never nice for the inspectors to tell someone that their model is grounded. Also note, wings badge required, and no maiden flights on the day. If you have a new model or newly repaired model there is still time to get it sorted.

And that's about it for this month.

Hope to see you at the rally.

Till then

Fly hard... land soft.

Cheers

Don