



November 2017



ZK-MXT at Ohakea

I was trawling through some photos looking for something colourful to put on the cover page. Eventually came across this one of Doug Brooker's MX-2 aircraft that I took in 2012 during the NZ Airforce's 75th Anniversary celebrations at Ohakea.

It is an extremely capable aircraft and you can view plenty of aerobatic sequences on YouTube.

Very similar to the 30 cc MXS that I fly occasionally. So if you are looking for a high performance model, try one of these.

From the desk of the Prez

Hi all.

Soon be Xmas and given some of the better days lately I'm ever hopeful of some decent flying weather this summer.

I'm also very hopeful that we will be able to run some evening BBQs.

One of this Clubs strengths is its diversity of members and how, once at the field, the different backgrounds fade into insignificance. I enjoy the wide variety of personalities and interests the club members share, all with a common goal of trying to jockey big/small/fast/slow things around the sky.

I enjoy the non-judgemental attitude of most and the willingness of all to help others.

Long may it last.

Club nights are a major part of club activities. Attendance does wax and wane a bit and I'm sure some decide whether to attend or not based on what the night might be about.

Be that as it may, all who come enjoy the evening, and it's always good to see new models on display.

Last month we played a DVD that Ross had purchased on the Cataline. All those there enjoyed it.

The previous month I talked about the Smith Mini Plane build and Ross about his new transmitter.

The month before, Andrew and James about the Tempest.

All good stuff.

However.

The challenge for me is to find something for each club night. Sometimes things just come along and we can take advantage of an offer or DVD somebody has, but other times it's a struggle.

It's a challenge to find things that will interest all.

If any of you have ideas, offers of doing a presentation, anything that you think would be of interest, please get in touch.

The well is a bit dry at the moment.

Saturday was a great flying day and we did a short working bee weeding around the trees that were planted this time last year. They've been knocked back a bit, but most have survived one way or the other and hopefully this spring will see them establish.

Rally 2018.

Hopefully the Rally advert will be in Novembers Flyers World, It was certainly sent thru before the deadline.

The Rally is on the MFNZ website frontpage and of course on our own website.

Approaching the rally, I'm really looking for somebody to take on the role of publicity.

I can get the posters etc. done, but it needs somebody to contact the local papers, local radio stations, and local information centres. Members are pretty good at getting posters into various businesses and onto various notice boards.

If you can take this on, I would appreciate it.

Thanks,
Steve

Engine failure.

It's not that often (well not as often as a glow motor) that a petrol engine dies in flight, so when it does there is usually a good reason. This is what happened to Andrew Farrow on Saturday (28th)

"The xyz53 twin in my Focke wulf clattered to a halt today due to a broken crankshaft. It cracked and snapped next to a big end journal. May have precipitated by a nasty rear bearing.

Crankshaft chewed into crank case and distributed a liberal amount of aluminum bits throughout the engine. It was still hanging together by virtue of the crankcase containment. Massive cracks in the crank assembly though. It just fell apart when I disassembled the crankcase."...

Andrew



Looks like it might need a bit more than some JB Weld.

Weather woes

I was working on another project and asked Alistair Haussmann if he could collect some weather data for me from our weather station and see just how much flying was possible during the last year. He came back with this excellent information.

A summary for the last year (01 Oct 16 to 01 Oct 17) based on flying hours being 8am to 5pm (9 hours per day) it looks a bit like this;

1. 2566 flying hours existed where both gusts and average wind were below 18km/hr
2. 78 % of the available 3285 (9hrs * 365) hours were good for flying (ignoring that it may have been raining on some of those days).

That's for the non-working flyers assuming they want to fly at any time, by comparison the poor old weekend flyers summary looks like this;

1. 243 flying hours existed where both gusts and average wind were below 18km/hr
2. 26 % of the available 936 (18hrs * 52) hours were good for flying (ignoring that it may have been raining on some of those days, which we know it was, so probably by at least 1/2, so only really 13% of available hours realistically available for flying ☹).

To put it all in perspective then;

1. The week day flyers could have flown 52% of the time.
2. The weekend flyers could only have flown 26% of the time (13% if adjusted for 1/2 being wet).

So if you were thinking that the weather has not been conducive to flying , you are correct!
Thanks Alistair.

You tube and other stuff

from Glen Smith

Glen attends our rallies most years and lives in Levin.

Hi Club Members,

The weather has just been putting a damper on most things and when finally there is Sun on forecast the wind makes its self known.

Very recently I have established a Youtube Channel called Guardian flight rc. My channel mainly involves bench testing and demonstrates the features of many RC products. The future plan for the channel will include how to's. Tips and tricks and setups. Currently the first Video is the E-flite umx Cessna 182 Skylane and Accessories for electric flyers which is some really useful tools. I will plan to do a part 2.

In some future episodes I am looking at E-flites new X-vert and the new E-flite Park fly Cirrus PNP, and on the way is 3d Printed models.

I will be demoing some products at the Aero modelers rally in 2018. The channel is still new and requires bugs to work out.

But please check it out here <https://www.youtube.com/watch?v=sXj7N3McsRc>.

Very lastly the channel is always looking for further content for more videos. If anyone has anything they would like to donate it would be much appreciated. please email me Glen on guardianflightrc@gmail.com

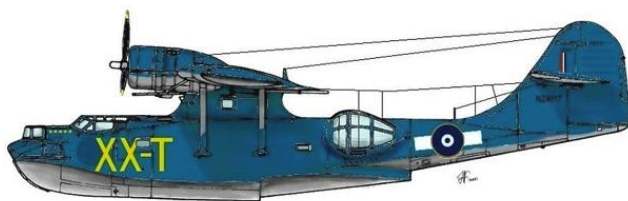
Regards Glen

Club Night October 2017

This featured a video on the Catalina ,

Fifty-six Catalina's (NZ4001-NZ4056) operated with the Royal New Zealand Air Force between 1943 and 1953. Provided under lend/lease arrangements these were a mix of non-amphibious Consolidated and Boeing built aircraft. The Catalina's operated with No's 5 and 6 SQNs and No3 OTU, based at Hobsonville and various points in the Pacific. They were engaged in anti-submarine,

shipping escort, air-sea rescue and transport roles. Unlike many lend/lease aircraft, the Catalina's continued to be operated after World War II because they filled a vital role in South Pacific communications.



No.6 Sqn RNZAF PBV-5 Catalina XX-T, NZ4017, Halavo Bay, Florida Island, (Guadalcanal) 1943.
Originally based at Lauthala Bay (Fiji), No. 6 Sqn was posted to the Segond Channel, Espiritu Santo (New Hebrides) in October 1943. "XX-T" flew the squadron's first operational patrol on 4 October. The squadron's stay at Segond was shortlived. On 16th December 1943, it was posted to Halavo Bay, Guadalcanal. Today ZK-PBY is painted to represent this aircraft

The flight controls have been modified to enable it to be flown without a flight engineer and only the two pilots, but watching the video it is extremely busy in the cockpit .

The evening wrapped up with some chocolate biscuits and some delicious home baking by Cath Crosland.. YUM!

The vertical landing

Back in the July 2015 edition of our newsletter, I featured a couple aircraft that had performed a vertical landing. It is not that easy to do properly, especially if you still want to use the aircraft again.



I wasn't aware that members were still practising it. Until I got this email from Ian's wife, Cath.

"Ian Crosland perfecting the vertical landing. Although not quite vertical it's his best effort so far with minimal damage. A broken prop and a motor full of dirt, all else including radio and servo's checks out ok."



Rumour has it that Warner is looking at the probability of having competitions for this sort of thing.

Hobby shop in Paraparaumu

Scott Bowman, at the Paraparaumu Beach Pharmacy on Seaview Road has started stocking some model supplies, balsa, cyano and some other bits. Mostly war games stuff, but he will try get stuff in if you ask. Check out his website www.kapitihobbies.com

Silencer options.

I came across this article in the latest (Autumn Special edition) of RCM&E.

Given discussions at times on noise factors and the work Don has done in measuring noise, this might be a simple and cheap option of providing some Silencing.

More appropriate perhaps to petrol motors.

We used to use this methodology for repacking mufflers when I was motor racing. I couldn't afford the high end stainless performance mufflers, and the cheaper straight thru variety were invariably packed with fibreglass which didn't last overly long. So we would cut an access around the end of the muffler and push the pot scourers in with a rod and weld up again.

The stainless steel scourers as shown can be purchased at the \$2 shops.

WORKSHOP | petrol-engine silencer

QUIET(ER) REVOLUTIONS

This simple, low-cost mod' will quieten petrol engine exhausts with no power penalty

words » Ian Nash | photos » Ian Nash



"It's such a cheap and effective solution that I thought I should pass it on."

Far left: Added quietness: the modified silencer barrel is packed with stainless steel scourer material, and fitted with removable end-plates
Left: The right stuff: coarse, stainless steel-type works best; don't use the thin wire-wool variety—it doesn't have the same baffling properties

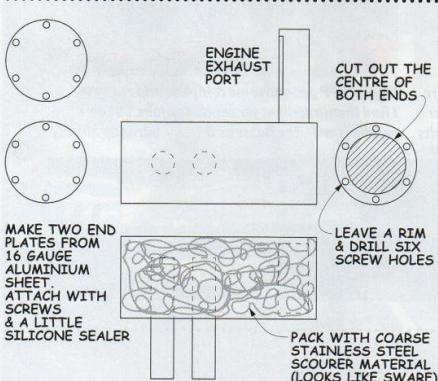


Fig. 1: A little cutting and drilling is all that's required to quieten your stock exhaust

Anyone who flies one of the larger petrol engines will know that, while the standard barrel exhausts are small enough to fit under tight cowls, they don't do much by way of silencing the engine. When my Yak 54's DL-50 was declared a little too noisy, I had to find a way to take the bark out of its bite, and this great idea (Fig.1) was suggested by my work colleague, Martin. It produced a substantial reduction in noise for very little reduction in power, and all without altering the size and shape of the exhaust, which meant that no cowl modifications were necessary. It's such a cheap and effective solution – all you need is a little aluminium sheet and some stainless steel scouring pads, which you can buy from a supermarket for £1 or so – that I thought I should pass it on.

The first step is to remove most of ends of the barrel. If you don't have a hole-cutter, this job can be done by drilling a ring of holes to remove a rough circle, and then filing its edges smooth afterwards. While accuracy isn't critical, you do need to leave a lip about 5mm wide around the edge of the barrel; this will give you something to which you can attach two new end-plates.

These are made from the sheet aluminium, which is cut to size to match the diameter of the barrel; drill six holes

around the circumference of the plates to take self-tapping screws to hold it to the barrel lip. To avoid any mistakes in marking-out, drill the plate first, and then the lip, holding the plate over the barrel and putting one screw in at a time as you work round; putting a notch on both the barrel and plate will make it easy to align the plates and barrel correctly in future.

SCRUBBING OFF THE DECIBELS

Fill the barrel with the scouring pad material. The stuff you want is the coarse, stainless steel type that looks like swarf; don't use the thin wire-wool variety, as it doesn't have the same sound-baffling properties. And don't overstuff the barrel; it only needs to be fairly tightly packed, though some experimentation may be required to determine the quantity that gives the best results.

Once the barrel is packed, smear a little silicone sealer on the lip, and screw the plates tightly onto the ends of the barrel.

I've been running my DL-50 for a few months like this, and it's working really well. If the mesh becomes clogged and needs to be replaced, I can simply remove the plates and repack the barrel with fresh stainless steel material.

Top idea, Martin!

Lunch time at the clubhouse

A quick snap of feeding time captured by John Von.



There was also a club dinner held recently , unfortunately I have not received any reports about it , so , based on the principle that "no news is good news" I can only assume that it went well.

Some interesting links

From Peter Kettle

<https://www.forbes.com/sites/grrlscientist/2017/10/16/albatross-are-teaching-scientists-how-to-build-better-drones/#3db65e6a1951>

and from Hans Zuur

<http://www.abc.net.au/radio/perth/programs/wa-afternoons/model-plane/9088452>

And that's it folks.

Please send any articles that you would like to share, and if you would like to see some more pictures, then send me some. The newsletter takes up a lot of time , and it would be great if you can send some stories , events, happenings etc. doesn't have to be long , but will help save me some time.

Also as Steve mentioned earlier we need things for club nights , if you have any suggestions please let us know.

Until next month ... Fly hard , land soft.

Cheers
Don