

## NSMAC Newsletter - 1st August 2010

Hi folks.

Hope you have had a good weekend. Yesterday was, for the greater part, an excellent flying day and was certainly enjoyed by a number of heli members at least. Not sure if any fixed wingers made it to the field. I was at a seminar, but would have far preferred to fly instead. Had to tug hard against the magnetic pull of sunshine and calm conditions. Hopefully some were able to enjoy the day, especially during the morning. Today, Sunday, is just one of Alexander's 'terrible, horrible, no good, very bad days' (refer kids book of the same name). We've fortunately, and with consummate skill, avoided days like this for a while. May have been ok for a water-proof pilot flying a rubber ducky with tiny wings to cope with high winds. Wiser people would have hung up their water wings and rugged up at home or otherwise investigated the pleasures of that world outside rc models. No, truly, there is one apparently ☺. See you next Sunday - Stan.

### **Club day report from Heli Captain, Jason Greenwood:-**



There were a few of us out there on Saturday. As usual, us heli guys take our time making it out to the field and we all arrived after lunch. Most guys were flying electrics, so I was the only one who drove all the way in to fly my Nitro birds. In the front paddock, Simon, Andrew, Warren, Ben and Merv turned up for a fly, since they all fly electrics. They were flying Compass Atom 500's, 600E's and 6HV's. I had my Trex 700 Nitro and Compass Atom and K3D with me. The weather was iffy when I turned up at about 2:15, but the guys had been there since 12:30 or so and had already burned quite a few electrons! They all had their charging systems setup and Simon had an awesome new 24v charging station with 2 x 12v Deep Cycle batteries supplying the juice.

*Da Pit*



### **Warren watching Laurel & Hardy movies**

After some friendly ribbing from the electric lads, I drove all the way in. The front paddock and drive in are quite muddy and if you don't have a 4WD I wouldn't recommend it, honestly. Even with one, I felt slightly guilty as it does push some of the lime out of the track. Anyway, I flew on my own in the main paddock and ended up stripping the main gear on my Trex (known issue). The problem is that the main/pinion is a mod .7 when for a 90 it needs to be at least a Mod 1 for strength. Fortunately, there is an upgrade Mod 1 main and pinion available, so I will upgrade to that. Thankfully, I was able to auto-rotate the heli to the ground without damage (thank goodness, as my 700 is sporting a nice new Canomod Canopy). My other birds were flying great though and I flew until the weather turned nastier at about 4:00 or so.

*Warren's Hexakoptor – hexacopting ☺*



## Simon buddy-boxing with Merv

When I was leaving, the guys were still in the front paddock (except for Warren who had left) fanging their helis, so I stopped for a little watch.

My, how Andrew has progressed! As a mode 1 pilot who does not currently use a SIM, he has still made some serious progress of late. In fact, he flew almost an entire pack doing inverted, forwards circuits and 8's! Warren's Hexakopter seemed to be going well when I came in and since he is using it for AP work, maybe he'll upload some videos soon for us all to see! =)

In general, the weather has been pretty nasty, so not as much flying as we'd all like but everyone is progressing and Simon was Buddy Boxing Ben, so it is good to see the new guys making progress and learning quickly! Come summer, the helis will be well represented at NSMAC, so if anyone is keen to have a go, just give me a yell and we can arrange a Buddy lead session!

Cheers, Jason Greenwood  
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## MEMBER PROFILE – Andrew Vialoux (18)

I started flying R/C helicopters in May 2006. I had saved up some money and received a little bit of birthday money, enough to purchase a Walkera Dragonfly 4 from Trade Me.



Emptying out my bank account, it arrived on my doorstep a few days later and I wasted no time in loading the included flight simulator. I practised as the battery charged and at the end of the 3-4 hour charge, I had been able to hover for a little while on the simulator. I strapped on the training gear, lifted off and almost instantaneously lost control and powered down. This continued for a week or two until I was able to hold a hover well enough and this continued for 3 months until one day, it lost control and blew up the 4-in-1 control, which almost equalled the cost of the helicopter to begin with. I parted it out and sold off the bits on Trade Me, almost making my money back.

At this point I did not have a helicopter to fly, but I was well and truly hooked on the hobby, so I made contact with the Northern Helicopter Modellers Club in Kumeu. For the next few months, I was able to buddy box on the club's Caliber 5, which

was intimidating for me at the time, but also very exciting. As Christmas came around, my parents decided that since this was the first sport/hobby I had stuck with for more than 6 months they would start me off and that Christmas, I was opening my first nitro helicopter, a (.30 size) Caliber 3.

As time progressed, I eventually became proficient at flying circuits and started wanting to try aerobatic manoeuvres. In July 2008, I had saved enough from working at the local Burger King for a second nitro helicopter, a (.50 size) Caliber 6.

Around this time, I found the local hobby shop, Hobby City. I thought on the off chance, I could possibly work there and on a whim asked the person who was working at the time if I would be able to work during the weekend or school holidays, as I was quite involved in the helicopter side of things. That person just happened to be the owner and so within a week or two, I was working every Sunday. I now still work there every Sunday and most days during school holidays.



I was introduced to NSMAC in 2009, when I was told by a workmate that is where he flies his helicopters; that at Hobby City we would start doing buddy box flights there; and that I should join him one weekend. I did so and since NSMAC is much closer to home than the Kumeu field, I have found myself more regularly flying at NSMAC and going to Kumeu in the winter when NSMAC is inaccessible.

My fleet has slowly grown from converting my Caliber 3 to a scale Agusta 109a in late 2008, to an Atom 500 in November 2009, to recently an Atom 6HV June 2010. I now try to travel around the country as much as possible, attending Fun Flies. I have met many great people that I have kept in contact with and often go back to their local Fun Flies.

