



NSMAC Newsletter

8 Sept. 2010

Hi All.

It sure has been a little challenging to find good flight days, hasn't it? But we are getting opportunities and this last Sunday was an example with very calm conditions first thing.

Being Father's Day, many Dads may have felt torn between family and planes and that, along with the usual access effort plus rather grey skies, resulted in a relatively small turnout. However, much fun was had by those who made it.

It is now easier without the electric fence, which was able to be taken down in the absence of stock. The woolly quadrupeds have brought the grass down over the whole field and it now takes a closer look to identify the strip for landings.

The heli guys, with their electric whirlybirds and equally electrifying personalities, have been out in force up in the top field every Saturday and this last one was no exception, notwithstanding the very strong winds. They seem to fly in almost anything apart from rain. Andrew is seen here flying in running shoes to keep up (Oh to be young and handsome again – like that sparkling canopy).



Simon Lambert e-mailed me saying:-

I like flying in wind!!! It's an extra challenge. One guy had a wind meter - it was blowing 23-30km hour!

We had one crash today. Merv crashed his 600e heli in dramatic style. The lipo smoked, then burst into flames from the impact. It was on fire when I was unplugging it from the chopper to try and save the electronics etc. Time will tell if all is ok. The damage to the chopper could have been much worse. Andrew took some shots - you can view them here:

<http://img339.imageshack.us/g/dsc03901sp.jpg/>

Thanks Simon and thoughts to Merv. Hope it turns out ok.



Simon's disgustingly orderly car.

Wanna be tidy? – Buy a helicopter ☺





Great to have visitors popping in to view the action. Hope it sparks an interest for the future.

One of the regulars - John Rogers getting into it.



Chris Hudson behind the Fairey Topsy



and Dad's RV8 - just a tad too small to climb in.



The dashing Mr Lambert, I presume.



Matthew out with his RV8 as well

– and “Pine tree” (Simon H) returning to the pit with his latest baby - a 60 sized Pulse.



Dave Lynch – a picture of concentration



Squeeze here to scare him
out of his wits!



Member Profile:

Steve Engle

I started my aeromodelling by joining the Western Districts Club in Muriwai when I was 12 (geez nearly 30 years ago!)

My first engine was an OSMAX35 from ModelAir in Newmarket, and a 2nd hand Futaba 8J transmitter – it was built like the proverbial brick out-house and even came with programmable snap-roll buttons back then.

The first plane was a Top-Flite Headmaster highwing trainer, with good old Futaba (S148?) servos and a massive 125mah rx pack. Various planes followed, and then one of the other Western Districts club members (Keith Ryman) had a Kalt Cyclone heli at the field. That was the beginning of the end for me as far as helis was concerned.

I got the heli bug badly and joined the Northern Helicopter club & have been flying helis for about the last 18 years.

A lot of new heli fliers ask what it is about helis that is so addictive. For me, I think it is the challenge of 'mastering' them. Heli flying has been likened to spinning a plate on one finger, then adding a 2nd, 3rd and 4th plate on both hands and spinning them all at the same time! When new guys first try to fly helis, that is an accurate description of how difficult they are to fly. A properly trimmed heli will actually drift randomly depending on the wind, unlike a fixed wing plane that at least tends to keep going in the same direction that it was already going. So truly mastering a heli is quite an achievement.

About 4 years ago I got the jet turbine bug – and went back to flying planes occasionally. Now the models are getting bigger and my hangar (garage) is getting cramped. Ah – the sweet smell of kerosene... Unfortunately due to their size and speed (clocked at 370kph) they aren't really suitable for North Shore so a pilgrimage is made to the Tokoroa full-size airport.

I was on the Committee for the Northern Helicopter club for about 12 years, but a change of direction saw me join the North Shore club about 18 months ago. I haven't managed to be very active at the club the last few months, but for this year's winter project I've just started playing with petrol motors and have got a 50cc 2 metre EG Yak ready for a test fly. Roll on Daylight saving, summer and good weather.

I'm a heli and fixed wing NZMAA Instructor, so if you need a Wings badge for either discipline let me know. Basically if it flies I'll fly it and have played with slope soarers (combat of course!) and more recently electric park-flier planes. Wow – battery technologies have advanced quickly. I just converted a heli to electric – about 9000 watts☺ - Light fuse, stand back and enjoy!

Outside of aero-modelling, I'm a full-size fixed wing PPL, and used to 'instruct' (ie. do joy-rides ☺) in the 737 Simulator. 2 young daughters and my own IT business keeps me busy.

Feel free to pick my brains when I'm at the club – you never know I may actually have something useful rattling around up there ☺ - Cheers, Steve Engle.



FOR SALE

1) Parkzone Extra 300 PNP \$280

http://rcb.shopnz.biz/catalog/product_info.php?cPath=648_2819&products_id=1213640

Parkzone Extra 300 BNF \$399

http://rcb.shopnz.biz/catalog/product_info.php?cPath=648_2819&products_id=1127222

2) Parkzone Messerschmitt Bf109G PNP \$215

http://rcb.shopnz.biz/catalog/product_info.php?cPath=648_2819&products_id=762476

Parkzone Messerschmitt Bf109G BNF \$309

http://rcb.shopnz.biz/catalog/product_info.php?cPath=648_2819&products_id=666834

3) Cessna 182T, EPO foam, with flaps, and light. RTF (incl Battery, TX & RX 2.4 Ghz) \$360

<http://www.bananahobby.com/1993.html>

Contact David Chan - dwkchan@xtra.co.nz Phone 480 1811 or 021 719268

QUIZ

Who can identify this plane? And guess where? Ye cats – that switch is the same type we used to have in the old family home. Don't think this thing runs on 230 volts, though - and certainly not on lipos, hehe.



See you at the field..... (our one).

Stan