

# ***NSMAC Newsletter***

***17<sup>th</sup> Oct. 2010***

## ***“Rain Day”***

Hi Everyone.

Not a lot to report this time around. Yesterday (Saturday) was a terrific day for flying and many folk took to the skies. Well, their models did anyway. The helis were out and a number of fixed wingers also blew away the cobwebs. Simon hired a roller and flattened out the runway around 10am with excellent results. It's a treat to have it smoother and also larger thanks to his previous efforts.



Today was not so special, weather wise. A good number of members showed up early and took advantage of a small (1 hr) window of opportunity before the northerly got up and light rain arrived. The latter brought us into the shed for a wait and a chat and we all enjoyed the morning, notwithstanding.

***Left – Simon, Tony and Grant sharing happy thoughts.***

Bruce Lilly linked up to Grant's buddy-box and took his home-built, 40 sized trainer aloft. All went well.

Several other planes made it up as well and there were no incidents.



I think my Cap 21 was the last one airborne and I'm glad I was able to so successfully entertain a judging panel of about 10 on-lookers standing in a row, with a rather unorthodox, “flying kangaroo” style landing – (blush).

Great to have visitors today – ***Fraser Brown and family - right.***

These guys were dead keen to find out what it takes to get started and one of the lads is apparently intent on becoming a full-scale pilot as soon as he's full scale himself. Hope they can come again in better conditions with more aircraft operating.



## Member Profile - Stan Bolton



Some of you will have read the newsletters and wondered who this Stan guy is, so it's about time I added a personal profile to the list.

Born in Takapuna - Feb 1944 and morphed incrementally into an adult via Takapuna Primary and Grammar schools. Commenced work as a survey cadet in 1961 on 5 Guineas a week!

Qualified in land surveying 1966 and also studied Violin. Was pretty heavily involved in music in Auckland during the 60s and studied in Germany for a time before spending a couple of years in London. I was part-timing in surveying while playing in the Calgary Philharmonic during 2 years in Canada. Have kept up through

involvement in chamber music and fiddle teaching over the years.

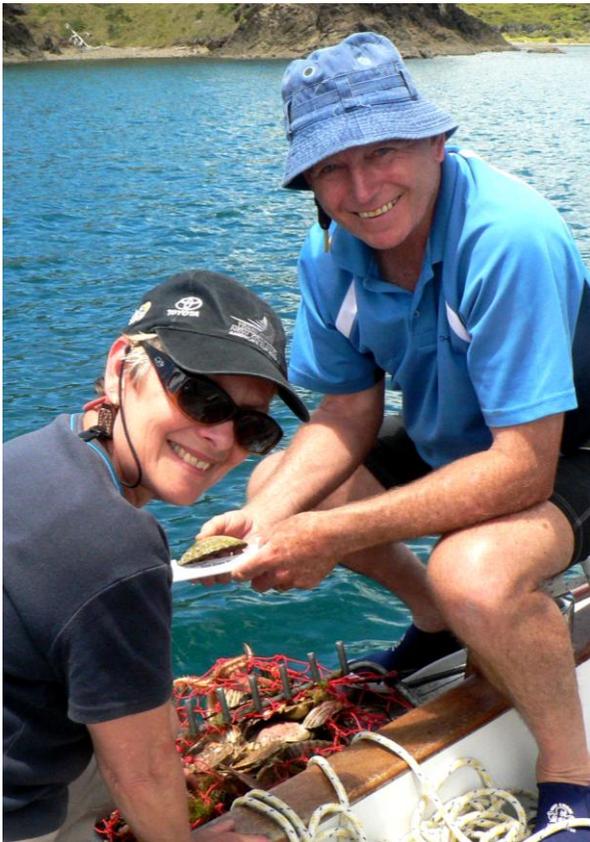


Married Jan in 1971. We met through music in London and we've had 4 kids – now 4 grandkids as well. Jan was born in Canada and has taught Piano at Kristin School for many years. We've lived in the Bays since 1979.

Worked for Harrison Grierson, Auckland City and then the NS City Council, heading the Subdivision Team (planners and Engineers) administering subdivisions on the Shore for 25 years before doing consulting work. Finally started a direct sales business with Usana Health Sciences when my distaste for bureaucracy and the Resource Management Act got the better of me and increasing age suggested mortality and quality of life warranted more attention..

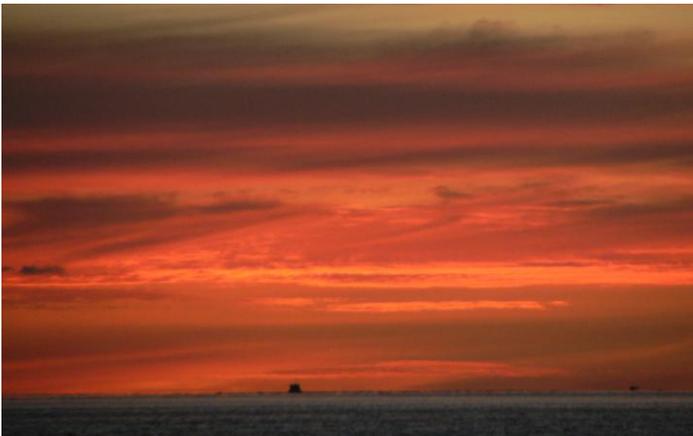
Interests have been music - performing & teaching, boating and jogging fitted around family (got to get back into running, judging by the waist line!). As a teenager, I was interested in planes and had a couple of control line models. Also designed and built a 5' wingspan free-flight model way back then, powered by a Mills .25 diesel. It glided beautifully and had its one spectacular powered flight in Cornwall Park, circa 1958 ☺.

My full-scale flying is limited to 6 hrs dual and 1 hr solo in a Cessna 150 in 1965. On holiday in Rotorua with my parents and two older brothers at the time and won second prize in an outdoor Sound Shell competition. The prize was 35 pounds, about 2 weeks salary for a qualified professional back then. It paid for the flight training - 5 pounds an hour at Rotorua Airport while we were there. Fantastic way to spend the money and the holiday!



Joined the NSMAC last November, starting with a Kyosho 40 Trainer and a T-28 Trojan electric using a mode 1 Spektrum DX6i. Thanks to the usual assistance from Grant, Keith and others, I quickly got airborne and have been hooked ever since. Currently loving my Cap 21, now hooning (surprisingly) on a 10x6 & ASP36 engine; and busy repairing the Fairey Topsy after an unfortunate lapse in concentration (I asked it to concentrate, but it just wouldn't). The ratio of flying time to fixing time has presented a challenge and I've figured that the problems are Me, Trees, Ground and Gravity. That's MTGG = hungry horse ☺ - (groan - totally irrelevant and just not good enough). Love the association with other members and think the Club is great. Everyone is friendly and helpful – thanks guys.

Took on writing Newsletters to relieve Grant and add to Club interest over winter. I've also become interested in designing my own planes – in a non-technical manner. There are two on the drawing board. One is a twin electric seaplane, so the heart has to be in the mouth until it gets built and shows it can both leave the water and stay off it. CG and hull step, along with everything else are all carefully assessed with zero experience and minimal knowledge using a calibrated eye-ball and the “should be about here” formula plus a blunt 2B pencil. Hmm, we'll just have to wait and see! Why I've chosen a seaplane with curves everywhere and so many unknowns for a first effort, I have no idea. Some masochistic streak and a love of Gannets, I guess. It's teaching me lots, working out a simple 3-dimensional jig design and a slightly



radical construction involving light frames and fibreglass for the fuselage plus first part of mid-mounted wings. It's my initial foray into the world of modelling, apart from those teenage tinkering, so if it turns out well and actually works there's gonna be one highly chuffed Stanley to cope with.

I'm off into the sunset - Catch you at the field.

Stan

## Flight Corner

Richard Follas went flying last Sunday afternoon after most of us had left.

Thanks Richard for sending the following e-mail on

Monday:-



*'Too late for your stop press deadline! Anyway there was a bit more flying yesterday as the attached show. Trusty Tripe (15yrs young, OS 48 FS) was cleaned up, de-gunked and generally spring-cleaned, and taken for an outing.*



*All of the above took longer than expected hence late arrival at the field.*



*Take off into "brisk SW'erly" was very short and all went well in flight. Being slightly rusty (me not Tripe) a timid approach left zero control on arrival so usual tip-over resulted, much to amusement of Keith and Riadh.....thanks for moral support though guys! Photos by Keith.*

*A couple of additional take-off attempts were attacked by cross-wind gusts and ended up with wounded dignity and no damage except....a fractured nylon wing hold-down bolt which I didn't notice till I got home.*

*Tip! Old plastic horns and clevis', as well as bolts get brittle in strong NZ UV. Check before flying your older models again! Probably applies to pilots too....*

*Broadcast as you wish!*

Meanwhile looks like I get back from Sydney too late next Wednesday to attend AGM.



Final shots are of Kwik Fly III in airframe ready state.'



So, as Bugs Bunny used to say ..... *"That's all folks"*

See you at the AGM on Wednesday night.

Cheers, Stan

478 3868

021 530680