



NSMAC ***Newsletter***



(Cartoon plane - courtesy Dave Lynch)

26th Oct. 2010

“labour weekend”

Photo - Cliff Burgess with Parkzone Stinson SR-10

WOOHOO - what an **UTTERLY OUTSTANDING** weekend! Three straight days of beautiful weather and light winds brought heaps of happy fliers through the gates. The Helis were highly active on Saturday and the fixed wingers were having a blissful time of it on Sunday and Monday. What a blast we all had!!

Yay - The sun shone and all the kids came out to play 😊

It was a pleasure to have new members and potential new members turning up and there was a great line-up of unusual aircraft to sharpen our interest. These also created a few challenges for pilots and helpers, who could be seen intently focussing on engine and tuning issues, CG etc, helping each other out and test-flying.



Here's a different type of challenge –

MINI QUIZ: Who's this critter on the right

and what's he doing?





And who are these blokes on the left?

Tony Combridge chatting to Bruce Lilly's friend, John about a favourite electric. John's a regular visitor and loves showing up on Sundays. The plane is a Hanger 9, 60 size Spitfire running 8 cell lipo batteries.

There's that man Cliff again. This time with his Parkzone Radian sailplane. - (Does he have shares in Parkzone or does he simply make great choices?)



MINI QUIZ answer: – It's Wyle E Coyote, who starred in the Road Runner cartoons, piloting Dave Lynch's Goldberg Tiger 2 (OS52 - 4 stroke) -

Or is it actually the big bad wolf looking for the three little pigs. Can't blow their house down, but he could drop a flour bomb down the chimney, I guess!

Don't worry folks. The smooth way Dave flies is scarcely cruelty to animals. He's actually a very fortunate Coyote (Wyle, not Dave) and he loves going up.





Left – New member, Kevin Jonas, enjoying the day and about to launch an ME-109G electric – chatting with Dave.

Below – Alex Felgate starting his Sig HOG Bi-plane and rev counting the OS 91 4 Stroke. Specs are at:

<http://www.sigmfg.com/cgi-bin/dpsmart.exe/MainMenuFV5.html?E+Sig>



Eric Jones having fun with his Fokker D7



.....and here's his SE 5a WW1 fighter powered by an OS 48 Surpass 4 stroke

THE REAL THING - SE 5a line-up at Hood Aerodrome – Masterton.

The Vintage Aviator - Remembrance Day - April 2010



Extract from Wikipedia: -

The **Royal Aircraft Factory S.E.5** was a British biplane fighter aircraft of the First World War. Although the first examples reached the Western Front before the Sopwith Camel and it had a much better overall performance, problems with its Hispano-Suiza engine meant that there was a chronic shortage of S.E.5s until well into 1918 and fewer squadrons were equipped with the type than with the Sopwith fighter. Together with the Camel, the S.E.5 was instrumental in regaining allied air superiority in mid-1917 and maintaining this for the rest of the war, ensuring there was no repetition of "Bloody April" 1917 when losses in the Royal Flying Corps were much heavier than in the Luftstreitkräfte.



Back to the jungle – Grant and John at the BBQ.

Spot Simon, our new Club Captain, reclining in the chair – feeling the pressure.

Mal' Forsyth caused a stir with his highly interesting old bi-plane. Here it is with Chris, Simon and Mal' cranking up the motor. After quite a sustained effort, they got her going well enough for a flight. Pre-checks on the CG left a tiny question about tail heaviness, but in the end Simon took her up. We all held our breath as she created unexpected difficulties aloft. Full credit to Simon for bringing her back to earth unscathed.



Trim difficulties might be attributed to that darned DUCK!

The label on the front says it's Master Airscrew, but I'm sure his name's Donald something.

Is this whole club Disney mad?

Dave, Mal'.....who's next?





Now here's a happy chappy – Cam Buchanan with a character of a plane. Looks like it wanted to be a bi-plane, like its mates above, but all the lower wings had been handed out already.

It's meant to be that way and she flies beautifully with Cam pulling off roll-on landings repeatedly, holding the tail up in true style. Cam says having flaps really helps.

This is a Barnstormer fuselage from the 1980s, supporting a wing from a defunct Anbo 41. The motor is a 100 - Fox 2 stroke.



Below – the dashing Dieter Grobler and his highly aerobatic Twist



... and the amiable Andy Banks having a great time with another ME - 109



Flight Corner

(Googled info)

Horizon Hobby Preview - ParkZone Stinson SR10

See how ParkZone has made a modeling classic perfect for park flyers

One of the most "Elegant and Graceful" airplanes of the 1930s is now a new offering from model starting with the Z-Foam construction, 480 motor, full 4 channels and more. There is a lot of



scale detail in this airplane. The landing gear replicates the full-size airplane while the "ribbed" wing simulates the full-size construction. It is available as both a Bind-N-Fly model and a Plug-N-Play version. BNF includes all the items needed to fly the airplane including battery and charger—the pilot only has to supply a DSM2 transmitter. The PNP will require that the pilot provide his own receiver, battery, and charger. I think the first thing that caught my attention was the amount of scale detail in this airplane. The landing gear treatment is exceptional.

Specs:

Wingspan:	49.6 in (1260mm)
Overall Length:	33.5 in (850mm)
Flying Weight:	41.9 oz (1190 g)
Recommended Battery:	1800mAh 11.1V Li-Po battery

WANTED TO BUY

Carburator for OS max 46 FS. Uses OS 4D, but any similar could be used.

Call Mal if you have one on 09 9591080 or 0274909825

Mal' Forsyth's email address is maljac@slingshot.co.nz

FOR SALE

Jason Greenwood has numerous items of hobby gear up for sale on Trademe. Check them out on: - <http://www.trademe.co.nz/Members/Listings.aspx?member=256397&mcat=0347-> Jason says -

"Should be a little something for everyone listed there....with more to come as I sell down my fleet."

You can contact Jason on 021-843-160, 09-488-0407 or email: jason@3dheli.co.nz

Wrap-up:

My apologies to the heli people. Not a single photo or report about you this time. I promise to restore some kind of balance to the newsletter. Really need a whirly scout with a camera to help me out, cos I am of the fixed flapper ilk, mainly attending on Sundays. We all love having info and pics of you guys and your amazing mincing machines. So, please don't feel bad – we'll fix it somehow!

However we choose to thresh our way skywards, I still can't get over what an incredible weekend we all had out there. Roll on many more days like those!

One member mentioned how sunburned he got while fishing on Saturday. It can be scorching and totally unforgiving at our field and the UV level is high at the moment. Vitamin D may be great, but there are limits – like about 15 minutes. Winter has had it and it's definitely time to protect with sunscreen. Pilots also like to gaze upwards for maximum soakage. Whatever it is, we face up to it, hehe.

Hope you are having an excellent week and that next weekend will also be good for flying.

Regards,

Stan

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