

NSMAC Newsletter 11th July 2010

Hi everyone.

What an amazing weekend we've just enjoyed! Simply outstanding weather and lots of people out flying and visiting, particularly Sunday morning.

Don't know about you, but I get a charge out of chatting with members and, as a relatively inexperienced flyer,

benefitting from their advice and direct help. To me, removing a needle valve and taking off the carburettor assembly feels like brain surgery and so I sure appreciated the friendly help received.....thanks guys! That's the great thing about a club, eh. Everyone is ready and willing to assist.

Everyone seemed to revel in such superb flying conditions.

Johnny Platt was there yesterday. For those who don't know him, he's the New Zealand 3D Heli champion. Mid afternoon he and Jason Greenwood (The Club's Heli Captain) were



doing their thing and the display Johnny put on, putting his machine through its paces, was utterly breathtaking. What may be routine stuff for him was bewildering for the onlooker. If it had only had needles and wool he would have knitted a cardigan in no time flat. It's difficult to imagine how such intricate flying can be executed so incredibly smoothly.

Here's Johnny (centre) with Jason (left) and visitor Fernando (right)





Jason and Johnny at work

Fixed wing frolickers were out in force too:- Grant setting off for the strip and flushing his drainpipe dripper.



Steve Collett (right)



I'm keen to get input from you all so I can post info in FLIGHT CORNER. Just ship me a para or 2 and pictures if you can. Your input is needed to make this work. Remember the FOR SALE opportunity as well – picture, description and price and I'll put your items out to the Club.

FLIGHT CORNER

Matthew Featherston responded on last week's tail-wheel v skid issue:-

I used to be a regular at your field. I flew a PT 40 with a .70 four stroke in it. Then a 52 two cycle, it's a bit faster. After a few heavy landings and landing gear damage, I fibre-glassed and ply-plated an alloy main landing gear bracket roughly in line with the leading edge of the wing and put a rudder driven tail wheel on. The result was fantastic with less broken props from the cheap folding nose wheel.

To start with a few taxi laps up and down the run way helps to get used to the steering and the amount of power required to make the craft turn. Low thrust over the tail surfaces means less steering response. And see how much thrust is required to get the tail off the deck. Surprisingly little I found.

I found that on take off i would just steer / correct line with the rudder while the main gear was on the ground and the tail came up quickly. Just apply the power gradually or this might cause excessive yaw and direction change. On landing, do your usual approach. Once air speed is low and the craft is settled i tend to pull up a bit to keep the tail hopping over the bumps.

Thanks Matthew.



Some may be interested to know I've added wheels to the rear of my Stryker and built up the nose skid. A while back, the prop bit my forefinger, occasioning 4 stitches across the knuckle. The moral is launch level so the hand will drop (instead of a finger 😊), not high (javelin style), which might allow the prop to drag across the hand. No-one else

has trouble, but, naturally enough, I have been circumspect about flying this critter ever since and it was gathering dust until I dropped to the idea of wheels. Tucked up tight under the wings, the plane still looks good and flies the same. Been enjoying it again. She takes off and lands perfectly even though the prop is very close to the ground and fortunately gets away quickly before her course changes much – no rudder on a Stryker!! The bumps on the strip created a near fatal bucking bronco challenge on one departure, but it wasn't overly hairy if you enjoy thrills. The risk has obviously been transferred away from me and onto bystanders. Here she is in all her glory with fuzzy owner. (In background – Club Captain fly-fishing for sparrows in the bush)

FLIGHT FUNNIES

Taxiing down the tarmac, the DC10 abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off. A concerned passenger asked the flight attendant, "What was the problem?" "The pilot was bothered by a noise he heard in an engine, explained the flight attendant, "..... and it took us a while to find a new pilot."

NB:- Please contribute informative stuff for FLIGHT CORNER via my email freedom@2by2.co.nz to share with the rest of us. A picture and a few details would be really interesting and helpful. Trying to feature individual planes, but it can also be about general modelling/construction, engine and other issues as cool information. If you have any items FOR SALE, just email them through to me. I'll usually put items up once only to keep things simple. And don't forget to pass on a joke or two 😊.

Have a great week, - Stan