

## NSMAC - Newsletter - 25 July 2010

Hello everyone.

Another splendid day at the office on Sunday!! So fortunate to have hardly any wind and some excellent flying for yet another successive week. This time we had to shelter for a bit in the shed and under its awning, but it was only a shower, nothing near enough to deter good keen people and for the most part the sun shone. There was a great turn-out and many interesting planes appeared. At one point there were about six in the air together.

Here's Steve Collett preparing his Frenzy and taking off.



It was great to see new members and visitors again.

Bruce Lilly and his friend John (below) were enjoying the action and Bruce was getting plenty of help with his trainer.



Nice to see the trainer airborne with Grant providing the usual help on the buddy box. Well done Bruce! Don't worry mate, it only gets scarier ☺.



Left – Matthew with his RV8. The RV8 goes extremely well and Matthew's obviously loving it. Great to see it flying on most club days.

## FLIGHT CORNER

This week is VERY interesting with a report from Simon Hudson:-

Hi Folks,

Just a little project I thought I would share with the gang, I have had this AT40 Trainer for quite some time now and have been wondering what to do with it. I'm sure some may say get rid, but as it was the one I learned with I found it difficult to part with, so I came up with a cunning plan to breathe some new life into it, and I decided to convert it into a float plane.



Here it is in its old tail-dragger form.

### THE ABS FLOAT KIT



I purchased the floats from Top RC for \$70 all up, including freight. The kit is average quality but I would have to say good value for the price, the brand is "ABS Floats" for 40 to 60 size planes. There was not much in the way of instructions - just a small sheet of paper with basic install plans, but I found the conversion easy and straightforward, around 3 to 4 hours work.



This is the finished product. I think it came up quite well and I'm very keen to take it out for a test fly, I know your all thinking "where is he going to fly it" Well, I plan to take it down to the Orewa estuary, it has a good, large body of water at high tide and is always nice and calm.

I have hooked up the rudder on the floats to the main internal servo, so both rudders work in unison. If the maiden goes well ill get Stan to post a few more pic's of it in the air. "Wish me luck"

Simon.



Well, don't know about you, but I think this is awesome! I duly shot up to meet Simon at the Orewa estuary and we had a fun time generally – plus another fun time learning about how to manage float planes in the wild! Simon had thought about retrieval methods and had an RC boat with him together with a piece of wire for a hook. Nothing like a bit of No.8 to make us Kiwis! The take-off proved challenging at first. The plane wouldn't lift off and wasn't all that manoeuvrable. She finished up on the hard, separated from us by 15-20m. Swimming was considered an undesirable option, so we waited for the tide to come in and she floated clear. The boat turned out to be even harder to control than the plane, but eventually got in behind and shoved the plane over to us. The second attempt went well and she flew well! Of course, mucking about in mangroves and mud is hilarious at the best of times. Pushing through the stuff with a 40 size trainer sporting wings and floats is REAL FUN. Actually, it was, but it came with a certain inconvenience, mud and general slop. We concluded that the ideal float plane area had to have clear and hard access to the water's edge.

Simon's going to be gutted that I managed to erase the pictures I took at the estuary. Sorry mate ☹. Apologies to all. You just don't get to see the kids at play this time. Try imagining. If that doesn't work, start figuring out how to stick floats on one of your planes. We recommend it. Simon says it was different handling the AT40. She dropped a wing rather abruptly on turns, ran at higher than usual revs to cope and came down fairly quickly too. Wise to come in quite fast. Moral:- don't float a float plane – not on your approach anyway.

## Member Profile – Tony Vinton – (Tony and Gill)



Tony Vinton - Age 70 - Born Essex, England

Qualifications :- Motor vehicle trade cert. National cert in Mechanical engineering. Architectural Technician

Emigrated to New Zealand December 1965, on the Rangitoto ( its last voyage ) docking at Auckland.

First impressions stepping from the ship "This is home" and has been ever since.

Interests besides model making have been quite varied:-

**Music:** The easy listening kind, listening to or making on a variety of instruments, my latest being a Yamaha PSR9000 keyboard. The other instruments include, Trumpet, Guitar, Piano accordion, Tecnic GA2 organ.

**Roller skating:** Was part of Skatelands North Shore, earlier experience was on tin wheels in the UK on the footpaths.

**Fishing:** Not having a boat it has always been casting off a river bank or sea shore. The rods are presently gathering dust.

**Archery:** Shooting a Recurve bow of 44lbs, at vertical targets, or on the ground ( Clout at 165 yards). Enjoyment was working to better your last score - now a memory as with age and arthritic joints an elastic band even brings out a sweat.

My earlier years were mainly spent in the mechanical environment as dad and I tinkered with motor cars and bikes, trying to get that little extra out of the engine.

My first motor cycle was the Trojan - clip on the back wheel type. Went well downhill and you cycled like mad to assist it uphill. It was not too long before I got myself a machine that did not need peddles and went like the clappers up or down hill.

When I started work, I joined Ford Motor Co Ltd, Dagenham. I started off as an Office boy in the assembly plant and as I became qualified, I worked my way up through the ranks to become a Development Engineer in the experimental division, passing through the Work Study & Methods, and Draughting depts.

Since being in NZ I have become involved in the Mechanical field again as I applied for and got a position in Lower Hutt as a Motor Mechanic, On my return to Auckland, I was the Chief Estimator for a sheet metal firm in Newmarket. I later joined AFFCO as a Mechanical and Architectural draughtsman/technician and finally, Placemakers, where besides other duties, I am involved in advising on household security.

After a 30+ years break, I have got myself back into model aircraft construction.

My first kit I bought at a garage sale cheap. It was a Modelair Apollo 107. It had a few bits missing, but I either made or bought what was needed (kept me out of Gill's hair for a while). Not realising when I bought it, it was a radio controlled craft. This, to my horror, came when I got into the construction - built like the proverbial !!!! And not having tackled anything like it before, it was indeed a new challenge.

It has been a costly exercise getting all the equipment for radio control, but my partner, Gillian Storey, who is supportive and also wishes to try her hand at flying models, has eased the stuttering when I'm saying "But we need this" and "it will only cost" - Know the story!!!!

Both Gill and I joined the North Shore M A C not too long ago and we can only offer praise to its club members for the way in which we, as extreme novices, have been accepted into the club and offered untold amount of assistance. Nothing has been too much trouble.

My previous experience has only been with stick and paper construction; either hand, or tow line gliders, or rubber band propelled craft. The last glider I constructed was back in 1976. It had a 2ft 6in wingspan plus a tow line and was launched in McFetridge park. Fortunately, the rudder had an automatic flick so that it came back to earth in a circle.

The RC aircraft construction was definitely a new learning curve and I have to put my hands together for the patience of several people, who, without losing their cool, answered the most basic of questions from me and steered me in the right direction in servo size, transmitters, receivers, mode 1, mode 2, and lots more..... all strange words. My bravest

thing up to this point was to wind up a rubber band propeller and then let the aircraft go, hoping that it would come down before getting to the road.

The Apollo, which was ably test piloted by John Robertson (who I have to say got enjoyment at flying a classic aircraft as they were) stopped being produced in the 1980's I think. I then went on to build a Great Planes PT40 which was more the style of craft to train on. Sadly, that plane is at rest somewhere, we know not where. A solo flight by yours truly in windy conditions! I did not allow for the wind when turning in to land and with the aircraft falling I increased the throttle, pulled back on the elevator and panicked. With a novice at the control it went behind the trees!! Puff - never to be seen again. Not daunted by that experience, my pit crew of one, Gillian said better get another, this time we went for an ARF AT40, but I have to say by the time I had strengthened this, that, and every other thing, I could have built another from scratch, another learning curve. That is the one that we are flying at present.

The latest in the hanger is an Auster AOP scale with a 2m wingspan. It has had a very short maiden flight due to a poorly brazed extension to the exhaust, not by yours truly, but she flew and looked good.

Gill and I have been very lucky in joining such an amicable club with members who are only too happy to help.

Enclosed are a couple of photo's of the Apollo, PT40, AT40, and Auster. - Cheers, Tony Vinto

Apollo

Auster

AT40



## The QUIZ results – Yep, it was a DC3 – owned by Mangaweka Adventure Co.



1. Graham Beagley (1<sup>st</sup> DC3 only answer)
2. Mal Forsyth (2<sup>nd</sup> DC3)
3. Simon Hudson (3<sup>rd</sup> DC3)
4. Alex Felgate (4<sup>th</sup> DC3)

These folk were then asked to provide the location. It was implied in the question but not clearly. The following two came up with the right answer:-

1. Alex Felgate \* (1<sup>st</sup> Complete answer)
2. John Sladen \* (2<sup>nd</sup> Complete answer)

**WELL DONE, GUYS! SPECIAL CONGRATS TO GRAHAM AND ALEX – (1<sup>ST</sup> OUT OF THE CHOCKS 😊)**