

Tamaki Model Aircraft Club Inc. May 2008

Welcome to the first club bulletin of 2008.

Well, half way through the 2008 season and what's happening...

The new committee is as follows,

President	Stuart Goodare	stuart.goodare@raywhite.com
Treasurer	Steve Mc Donald	stephenmcdonald@woosh.co.nz
Secretary	Stewart Lind	tmac.sec@slingshot.co.nz
Club Captain	Lance Mc Donald	lance_mcd66@yahoo.co.nz
Mag. Editor	Brian Webber	sharkwai@slingshot.co.nz
Caretaker	Peter Taylor	



First and Foremost... FEES

Fees for this year have been set at \$255.00 with **NO JOINING FEE**. If you know anyone who is interested in joining or who you think might be keen on aero modelling, now is the time to join. The fee includes your NZMAA contribution as well.

To recipients of this bulletin who are not members, if you are interested in finding out more about the club please contact a committee member or better still pop into the clubrooms on a Friday night.

C'mon all you members, get pen to paper and send in your subs or better still, come and join the informal gathering at the clubrooms 38a Elstree Ave on Friday nights.

Coffee, tea, milo, advice and much more all available. See you there.

New or prospective members will receive a warm welcome and should check out our large screen simulator. *It leaves most other systems for dead and will have you flying in no time.*

A special welcome to two new members...



Graeme Stebbing from St Johns demonstrating his "unusual" takeoff procedure with his .40 size LA Racer



Daniel Smith from Royal Oak with his beautiful Super Trainer 60. Brian is offering a few words of encouragement.

Both Graeme and Daniel have been regular flyers at the field lately. Welcome to the club guys, and may all your landings be happy ones. *(Remember, you can never have too much fuel. Unless you are on fire!)*

Aircraft Warrant of Fitness Checks

Another important function of the Friday night gatherings is to issue WOF's for new and rebuilt planes. Don't forget the REBUILT part. If your model has been repaired after a prang or it has had major work done you should have it checked out again. A couple of times lately we have had models show up on the field that had been checked some time in the past but due to changes or repairs, were not safe to fly.

ALL MODELS MUST BE UP TO WOF STANDARDS TO FLY AT THE FIELD.

If your model has been modified or repaired, bring it in on a Friday night and get it checked out. All our members enjoy taking a look at other members' planes and we all have something to learn from each other. You never know, something you have overlooked may be picked up saving you from an incident like the one shown on the right. Ouch!!



Wings Badges

As you probably know the NZMAA run a pilot certification program called the Wings Badge. Any pilot can apply through their club for a wings badge and there are a few of us at the moment who want to get qualified. Steve Mc Donald has agreed to act as our examiner so if any of you out there are interested in getting your wings badge you can get the information you need from the NZMAA web site <http://nzmaa.org.nz/documents.asp> or I can email you the necessary documents if you drop me a note at tmac.sec@slingshot.co.nz



The document you need is the "Wings Badge Program" which sets out the aims and the complete procedure and curriculum for obtaining a Wings Badge. The Examination Test Schedules are also available so you can see exactly what the examiner is going to be looking at.

Anybody interested should come along on a Friday night and have a chat with other interested members and we will organise a day on the field to do the examinations.

The testing procedure is in 4 parts,

- Pre-flight inspection of model. Thorough safety check of aircraft and equipment.
- Oral Test. This will cover local flying rules, frequency control, field etiquette etc.
- Pre-Flight Procedures. Frequency peg, range check, control movement full & free etc.
- Flight Test. Details in "Wings Badge Program" document.

Each part is marked on a simple Pass/Fail basis and total mastery is required to qualify. Retesting is permitted and it is up to the examiner to decide whether retesting will be allowed on the same day.

After a successful test the club will make the necessary application to the NZMAA on your behalf.

Don't be intimidated by this test. The test requires a level of knowledge and competence that can easily be attained and most flying members in the club will have no trouble achieving a pass. Anything you happen to learn in the process can only benefit you and those who fly with you and will make your flying safer and more enjoyable.

Get into it.

Point England Flying Field

The flying field is looking great thanks to constant attention from Pete (Taylor-Made) Taylor. Where else in Auckland do you have a flying site like this and clubrooms within 5 minutes of each other and more remarkably within 15 minutes of the city centre? We all need to be careful to protect this valuable asset.

\$20 gets you a key to open the three gates on the way to the flying field. The gates are to be closed and locked when entering or leaving the field. Those ornery horses are just looking for the slightest opportunity to get loose so be vigilant.



Flying Field Times

Winter or NZ Standard Time

Wednesday:	1000hrs to 10mins after official sunset time
Saturday:	1500hrs to 10mins after official sunset time
Sunday & Public Holidays:	1200hrs to 1800hrs or 10mins after official sunset time (whichever is earlier)
Wednesday:	1000hrs to 10mins after official sunset time
Friday:	1730hrs to 10mins after official sunset time
Saturday:	1500hrs to 10mins after official sunset time
Sunday & Public Holidays:	1200hrs to 1800hrs or 10mins after official sunset time (whichever is earlier)

These times must be rigidly observed please. You may be on the field outside these times but NO flying or running engines.

Flying Height

This is strictly limited to 400 feet above ground level.

We have an application in with the “powers that be” for an extension and it looks like the decision will be favourable but in the mean time 400 feet is it. We will keep you informed.

While on the topic of height, the Police Helicopter Crews (bless them) don't really like us flying in what they consider “their airspace” at all. So when you hear or see any helicopter approaching get your model down nice and low and stay there until they have safely passed. They have provided the main opposition to our height extension so let's not give them a reason to complain. Besides they may be chasing the crooks that just robbed your house.



Field Boundaries and No Fly Zones

Boy, is this ever a hot topic at the moment. We are still having trouble with one or two of our neighbours and the council have been involved so flying within our site boundaries and not aggravating the locals is *absolutely critical*. Make sure you know where to fly and where not to fly. In an attempt to keep our neighbours and the council happy the flying area has been adjusted slightly. Check with Pete Taylor, Stuart Goodare or someone who has been flying recently to make sure you know where NOT TO FLY.

Field Boundaries and No Fly Zones cont...

Approximately a quarter of our existing flying field lies within 175m of the nearest residential properties. 175m is the minimum distance from residential property for flying so we have a bit of a problem.

The committee has initiated discussion with the council about moving the flying field and has met with a favourable response so far. But as you all know these things take time so, in the mean time, please be especially careful about where you fly. Any fines handed down by council will be passed straight on to the offending member(s). The council have demonstrated they can identify offending aircraft.

If we are permitted to move our flying field, the intention is to move up onto the large plateau towards the Tamaki River. Imagine long, unimpeded approaches from both directions and no neighbours in the flight path. A strip up here would be able to accommodate larger models easily and will help our club to grow. So keep you fingers crossed, it will not be easy or fast but it is a great goal to head for.

STOP PRESS

*The council have just informed us that they **will** be imposing a \$300.00 fine on the club for flying outside the permitted flying area on a Sunday afternoon a few weeks ago. They have accurately identified the offending models and the committee will be contacting the members concerned for a bit of a chat and to get them to stump up with the \$150.00 each.*

So be warned. They are on the lookout and can identify the models. The minimum and maximum fine for an offence is \$300.00 so be careful. You can buy a nice model for \$300.00

Our Monthly Centrefold

Miss May 2008



This beautiful model is a "Flying Aces Sportster" a classic 30's Sportster. It is one of the many interesting and varied models regularly flown at our field by Geoff Northmore. Not only did Geoff build this great little model from scratch but he designed it as well. It is always interesting to see what is going to come out of Geoff's car boot at the flying field.



Here she is being put through her paces with Geoff at the controls. Geoff is a prolific model builder and designer who has had this design and several others published in overseas magazines. Congratulations Geoff.

A few words from the Editor

We've had some great days at the field lately.

Seen some great flying by Gavin and some aerobatics from Stewart.

Geoff with his cleverly designed and built models.

Lance (crash) Mc Donald, always on hand to help out a fellow modeller.

Robert, keen as mustard to develop his skills even further... each flight.

The President, Stuart, still working out C of G but definitely getting there.

The two Peters having lots of fun with their glorious gliders.

I'm waiting for real calm weather to get the new Tiger Moth into the air.

See you all Friday night. Brian



Brian and Pete with Brian's uncle, Lou Johnston (left) a very gifted and well-known jazz pianist.

Hello from the Secretary

Hi, I'm Stewart (crash) Lind and I am a reasonably new member. I have met most of you but to those of you I haven't run into yet I look forward to seeing you on Friday nights or fine days at the field. I won't cover any business here as the current issues have been covered elsewhere in the bulletin.

It's a good thing that a high level of flying skill isn't required to do the secretaries job because if it were I would have been sacked after the last couple of weeks. My hanger is looking sadly depleted and it is time for me to get back to some serious building. I urge you all to get down to the field and fly before the winter weather prevents our vehicle access. We have had some excellent flying days lately with some very interesting aircraft turning up.

I will close with a word of advice from the recently wise but previously stupid...

"When you are flying low, fast and inverted give 110% of your concentration to your flying and forget about what your buddy standing next to you is saying."

Without me I think TopRC might go broke. Stewart.



And to Close this Months Issue...

An Interesting Lesson in Acceleration (for all you petrol heads out there)

One Top Fuel Dragster 500 cubic inch Hemi engine makes more horsepower than the first 4 rows of the grid at the Daytona 500.

Under full throttle, a Top Fuel Dragster engine consumes 1.5 gallons of 90% nitro methane per second.

A stock Dodge 426 Hemi V8 engine produces less than half the power required to drive the dragster's

supercharger. With 3000 CFM of air being rammed in by

the supercharger on overdrive, the fuel mixture is

compressed into a near-solid form before ignition.

Cylinders run on the verge of hydraulic lock at full

throttle. At the stoichiometric 1.7:1 air/fuel mixture for

nitro methane the flame front temperature measures

7050 degrees F. Nitro methane burns yellow. The

spectacular white flame seen above the stacks at night is

raw burning hydrogen, dissociated from atmospheric

water vapour by the searing exhaust gases.



Dual magnetos supply 88 amps to each spark plug. This is about 12 amps short of the output of a mig welder in each cylinder. Spark plug electrodes are totally consumed during a pass. After half way, the engine is dieseling from compression plus the glow of exhaust valves at 1400 degrees F. The engine can only be shut down by cutting the fuel flow. If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinder and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block.

In order to exceed 300 mph in 4.5 seconds, dragsters must accelerate at an average of over 4G's. In order to reach 200 mph well before half-track, the launch acceleration approaches 8G's.

Dragsters reach over 300 mph before you have completed reading this sentence.

Top Fuel engines turn approximately 540 revolutions from light to light. Including the burnout the engine must only survive 900 revolutions under load. The red line is actually quite high at 9500 rpm.

The Bottom Line; Assuming all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs an estimated US\$1,000.00 per second.

The current Top Fuel dragster elapsed time record is 4.441 seconds for the quarter mile.

The top speed record is 333.00 mph as measured over the last 66' of the run.

Putting all of this into perspective:

You are driving the average US\$140,000 Lingenfelter twin-turbo Corvette Z06. More than a mile up the road, a Top Fuel dragster is staged and ready to launch down a measured quarter-mile as you pass. You have the advantage of a flying start. You run the Vette up through the gears and blast across the starting line and past the dragster at an honest 200 mph. The "tree" goes green for both of you at that moment. The dragster launches and starts after you. You keep your foot down, but you hear a brutal whine that sears your eardrums, and within three seconds, the dragster catches you and beats you to the finish line, a quarter-mile from where you just passed him. From a standing start, the dragster spotted you 200 mph and not only caught you but nearly blasted you off the road when he passed you within a mere 1320 feet.

That, my friends, is acceleration!!

Well that's it from us.

We hope you have found the read informative and/or interesting.

We are always on the lookout for interesting stuff for the bulletin so if you have anything to contribute please email it to me at tmac.sec@slingshot.co.nz

We apologise for the non-magazine layout of this bulletin but we are new at this and learning on the job.

See you all down at the flying field or the clubrooms soon.



Brian's New Tiger Moth

Disclaimer: The views expressed in this bulletin do not necessarily reflect those of the Tamaki Model Aircraft Club or its officers.

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