

# *The Flyer* **Crash 'n' Splash**

Nelson Model Aero Club

<http://nmac.org.nz>

December 2018

## President's Piece

We all complain that time seems to be speeding up and the months and years are disappearing faster. It's hard to believe that Xmas is nearly here and that this is the last CnS for the year. So get those modelling things on your wishlist ordered so you can get them under the Xmas tree before the 25th.

The weather is now improving and we're getting more flying done. Our last 'Second Sunday' was a 'classic and vintage' day and we saw some very interesting old planes come out of the attic. Denis bought a historic collection of models, and Bill brought an ancient looking thing with wings that hadn't been started or flown in 10 years - complete with a museum-looking transmitter. John also unearthed a couple of old models from his basement. They all attempted to fly and most flew beautifully (if the motor could be started). It was an excellent morning and enjoyable time was had by the pilots and spectators.

The committee are continuing efforts to re-engage the club with the NCC. This month I met with Viv (NCC Parks and Facilities) at the Wakapuaka strip and showed her around the pits and flying area. She was very interested in the activities of the club and how we used the area and it was fantastic that she made the time to come out and visit us. The flying conditions were good, and as I had my trainer in the car I got her on the transmitter and she was soon flying circuits (thanks to Paul for his help). It's important that we get to know our landlords better and I'm pleased that we were able to show her around the fantastic flying site we have in Nelson.



Viv (from NCC) – happy after her first RC flight

Last year I attended the aerobatics at the MFNZ Nationals and had a great time. I had plans to attend the next event in January but sadly I can't make the trip this year. There are a few members keen to test their aerobatic skills flying the pattern and IMAC schedules so we're going to hold our own 'NMAC Aerobatic Competition'. I think everyone in the club is capable of doing the Clubman pattern schedule so start practicing your loops and rolls. It'll be held on a Saturday early in the new year - keep an eye out for the dates.

On behalf of the committee I'd like to wish all the members and all fellow flying enthusiasts a safe and happy Xmas. I'm starting my holidays early this year and am heading off overseas with the family next week and get back at the end of December – see you all out flying on 1st January.

Happy Flying,  
Murray Irvine

# Notices

## Your committee

Your committee members for 2018/2019:

President	Murray Irvine
Vice President	Andrew Reeve
Treasurer	Peter Stevens
Secretary	Andrew Reeve
Power Captain	Doug Stratton
Heli Captain	Lance Walford
Committee	Ron King
Committee	Gary Iti
Committee	Ben Carmine
Committee	Paul Troon

CnS Editor	Paul Troon
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**The CnS newsletter is published every two months; Feb, Apr, Jun, Aug, Oct, and Dec.**

## WhatsApp Group:

If you are not connected to WhatsApp give Murray or Phil a call.

## Facebook:

We are now on Facebook. For those Facebook users out there, look up the Nelson Model Aero Club and add a 'like' to our page.

<https://www.facebook.com/search/top/?q=nelson%20model%20aero%20club>

## Care of Your Strip and Track:

Remember if it has rained any time in the 24 hours preceding your intended flying session can you please check the condition of the track **before** you drive out to the pits – *that especially includes 4WD owners.*

### Special offer for NMAC Members

**COOL POWER – 1 Gal (US) or 3.785 litre containers \$65 each**

**BACK IN STOCK - NITRO ~ \$35 per litre**

I don't have any bottles for the nitro so it's BYOB (Bring Your Own Bottle).

Contact Peter Stevens.

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## From around the club

### A collection of images from the Vintage and Classic Day:



Commentary is provided by John Dore.

**John:** This model is known as a 'Logic' and I've owned it for the last 20 years. Its lineage started as a Modelair Skinny "B" which was then redesigned by Graham Smithson and another fellow gentlemen to become the 'Logic' balsa wood kitset. A sleek nose and ailerons were added to make it a very enjoyable airplane to fly. It is powered by one of the very first ASP46 engines produced, and was sold to me by Jim Sowerbutts of Richmond along with the kitset.

**John:** This airplane is a Modelair Hummingbird. I first built an example this free flight model when I was 10 years old. It is powered by a Cox .049, and on about its 3rd flight from Wakapuaka I loaded it with too much fuel and it soared towards the heavens never to be seen again - or so we thought. After a futile search I returned home to receive the good news from friends that it had landed on their front lawn at the northern end of the Boulder Bank.

Still to this day I have my name and number on all my model aircraft, no exceptions! I flew this plane for many years in my youth, and one day it had the pleasure of being hooked onto the top earth wire of 22kv transmission lines behind Marsden Valley. NZED were obliging to send a man up the transmission tower for its retrieval and most of Blenheim and Nelson probably had their power turned off while they returned the plane to me.

For my 50th I made another one (pictured). Once again, the pleasure of an out of control free flight gave Denis Gay and myself the experience of chasing it across swamps and paddocks. This time it landed on the main road opposite the old orphanage only to narrowly miss the 18 wheels of a MAC truck going down the road. It now hangs from the ceiling in the workshop!





Bill with a classic-vintage model. It hadn't started or flown in over 10 years, but Bill duly got it running and it flew beautifully.





Denis getting his collection assembled, some of which did fly.



BBQ and chat after the stress of getting old motors and models in the air.

A collection of images from our field



Jan and beautiful new Stinson



Terry after another successful flight



Tristan and NX7 helicopter



Mike with new Stik - very pleased after successful maiden flight this month.



One of our new signs being installed

# Run your own RC Plane Training Course

**All you need to know to get your own course off the ground.**

**By Murray Irvine**

Conversations at our flying field often echo those I've recently read in MFW; such as "why aren't there more younger people flying?", "why aren't there more new members joining?", and these are followed by the usual kicker "what are 'they' doing about it?" Whilst we'd all like to see our sport flourish and membership increase, I'm afraid that wishful thinking doesn't hack it. Like most things bigger than a molehill you need to think about a goal, a strategy, and then a method to make it happen. With this in mind I thought I'd share my recent experiences here in Nelson and hope that it might inspire you to be one of the 'them' to try something similar.

- **The Goal:** I spent some time thinking about my goal – what did I want to achieve? What did I want to offer people? When I started my RC journey there seemed to be so many decisions to make let alone trying to get to grips with the difficult task of learning to fly. I made some bad choices and had regular disappointments, and at times I wondered why I was bothering. I decided that my goal was to make starting out easier for beginners and provide a pathway to get them from "I might like to try that" through to completing their first flight. So the theme I developed was "don't make the same mistakes I made, here's all you need to know to get your first RC plane in the air". The goal would be focused on getting the right equipment, buying the right trainer, and preparing and completing a successful first flight.
- **The Strategy:** To give people the information to get them underway my strategy was to hold a structured course with a clear set of topics and timeline. Our local high school in Nelson runs an adult education evening program, and I thought that this could be used as a vehicle to help me – it would be great if I could use them to market the course and provide a venue.
- **The Method:** I designed a course around 3 sessions; 2 classroom sessions (which included the hands-on use of a simulator), and a practical session where they could all have a go flying a dual control Bix trainer at our club strip.

So I had my goal, a strategy to deliver it, and a method to put into action – now it was time to see what would happen.

I wrote to the school co-ordinator outlining what I had in mind and they were keen to add it to the program. I had no idea how it would be received, but you've got to 'give it a go'. The course was advertised for term 1 and we only got 3 enrolments, this wasn't enough for the school so the course was cancelled. Disappointing, but what was I expecting? We agreed to try again the following term. My hopes weren't high and I was astounded when they contacted me and said that the course was fully booked with 10 enrolments – wow – what a result. Now I had to deliver! I quickly finished the course material together and was ready to start.

I turned up on the first evening with a box of equipment, got set-up, and waited as people started to arrive. Here we go!

Having a motivated group of students helped and the classroom sessions went well. The content seemed to match the student's expectations and brought out the right type of questions. The simulator sessions were invaluable, not only to explain flying practicalities, but also to give people a realistic feel for the controls and what they did. Projecting the simulator screen up onto the wall and pausing it in various places was very useful and made it easy to show and explain things.

The practical session also went well. We had two trainers available (owned by club members) and a choice of a mode 1 or mode 2 transmitter. I was joined by Doug and Phil from the club who ran one of the trainers and kept the flights running smoothly.

The level and skill of the students varied, some were more confident and picked up the basic skills quickly, while others struggled. It was interesting to observe the differences and reflect on it after the course was wrapped up.

All the students finished and enjoyed the course and I had achieved my goal of giving people a pathway to get them started in RC. Hopefully it sparked their enthusiasm and gave them what they needed to decide what to do next and perhaps join a club.

The course provides a starting point and a platform that can be built upon; spinoff ideas included running a father-and-son course, or promoting a course through local advertising and social media. It all takes time but is easier once the platform is in place. If anyone wants the course material feel free to contact me at [rcflyingplane@outlook.com](mailto:rcflyingplane@outlook.com). You can chop and change the content to suit your own goals and themes. Give it a go, you'll not only find it personally rewarding but you will also provide an opportunity to someone else to fulfil their own goals and get involved with RC planes.



Class number 1 – happy after their first flights.

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