

CHRISTCHURCH MODEL AERO CLUB EXECUTIVE 2015 / 16



President.	Grahame Hart	6B Middlepark Road. Upper Riccarton. (grahamehart1@clear.net.nz)	021 726367
Secretary.	Ian Harvey	55A Lockheed Rd, Upper Riccarton. (harveyi@plantwise.co.nz)	348 8206
Treasurer.	Trevor Henderson	82 Rose St., Spreydon. (bigtrev@xtra.co.nz)	337 1091
Recording Officer	Gary Burrows	29A Sumnervale Drive, Sumner. (garyburrows@xtra.co.nz)	326 5425
R/C Power.	Graham Moffat	gmoffat@xtra.co.nz	341 5455
R/C Glider.	Ian Harvey	55A Lochee Rd, Upper Riccarton. (harveyi@plantwise.co.nz)	348 8206
Free Flight.	Dave Jackson	2 St Pauls Place, Burwood. (dave.jackson@paradise.net.nz)	960 2290
Vintage	Lynn Rodway	29 Maple Place, Rangiora (Inrodway@hotmail.com)	(03)3134063 027 3134069
Indoor./ control line		Contact Bill Long for info	322 7202
Web Master	Mark Venter	30 Manor Place, Bryndwr (mventer@xtra.co.nz)	351 6193
"Torque" Editor	Gary Burrows	29A Sumnervale Drive, Sumner. (garyburrows@xtra.co.nz)	326 5425

CHRISTCHURCH MODEL AERO CLUB (INC)

April 2015

Torque



If undelivered please return to P.O. Box 14115 Christchurch Airport





THE PREZ SEZ



Junior / Junior = under 18
Junior = 18 to 60
Senior = 60 to 80
Senior / Senior = 80+
Club perceived age / knowledge

It was heartening to see the turnout at the Willows last Sunday, the car parks were full with lots of activities showing the skills of the pilots with different models, free flight, large Power planes, buddy box training, large motor powered gliding, helicopters and general sport flying were all on show at the field - great to see

The AGM has now passed and congratulations to the committee who are looking after the members for another year, for those that could not attend the club is in good stead with a slight increase in the membership. However it is that time again and membership subs are due.

See you at the field, happy flying *Grahame Hart*

President's Report to the AGM 07 April 2015.

This is my AGM President's report and it has been my pleasure to have had the opportunity to serve the club this past term.

I wish to thank the Committee of 2014/2015 for the hard work and dedication that they have put into the club and the representation of our members.

To the various section officers, my thanks for the year, you have all done a very good job promoting your disciplines in competition, , Torque reports and other activities.

In the 2014/2015 year CMAC has maintained its membership and in fact has slightly increased which bodes well for the clubs future.

Our club finances are in a healthy state due to prudent spending by the committee and sound financial management by the treasurer.

The main power patch field is mown on a regular basis now by our chief operator Graham Moffat and is looking better and better as time goes on. I would like to give a special thanks to Graham for all of his efforts with the ride on mower and general tidy up jobs for the club.

The power patch now has an electric fence installed around the perimeter and this has solved our sheep problem particularly in the winter months. This has made for a nice clean power patch which is up to par with any site in the country.

Radio Control Power continues to be very popular on club days with a slight trend towards RC helicopters, gliders, scale planes, nitro and electrics are all catered for.

Wings badges have been issued in this past year and we now have a wireless buddy box system set up between 2 Spektrum radios to make training easier and more effective.

There has been one major working bee at the club in the past year, the container was completely cleaned out and tidied and remains in a tidy condition, fence posts were straightened and re nailed, although more work needs to be done.

Unfortunately the toilet facility is no more, with wind and vandalism destroying the little shed, this facility may not be replaced.

Activity remains strong in all of the flying disciplines; there have been many outstanding individual efforts in both NDC and National competition. with Dave Jackson taking out the top

spot for NDC and Andrew Palmer performing very well at the Nationals'

Pylon continues with a former Pylon flyer rejoining the group and rearing to go, unfortunately in the interests of safety due to the extreme fire risk over the Summer period Pylon flying has been curtailed but will resume this month.

Gliding is becoming very strong at CMAC with regular competition flying on Saturday's and indeed also at the power patch. Members of the gliding fraternity Scott Chisholm and Dave Griffin have achieved at international level representing New Zealand in international competition.

Tomboy flying continues to be very popular and commands the largest turnout on a Sunday competition, although I have heard through the grape vine some of the rule making may be seen as suspect. (NO NO NO OBGGG)

Our Torque magazine continues to be informative and interesting, a lot of hard work goes into the publication of the Torque on a monthly basis, a special mention must go to Gary Burrows who has now resumed his long standing role as Torque Editor after a short break and I thank him for his outstanding efforts throughout the year.

The website remains as an informative site only as the majority of club news, articles, pictures etc are now being focused on the Torque, however Mark Venter is doing a great job in maintaining the website and updating the calendar etc as required,

The future is very exciting, any new committee members will add new experience to the CMAC committee whilst existing members will continue to provide a steady hand in club matters.

This concludes my report. I wish you all the best for the forthcoming year.

Grahame Hart

President 2014/2015

SUBSCRIPTIONS FOR 2015/16 SEASON NOW DUE ASAP

Life	\$130.00
Senior	\$150.00
Family	\$160.00
Junior	\$70.00

Associate membership really hasn't changed as the basis of their sub was always Club sub less NZMAA affiliation. (\$150—\$70 = \$80)

The NZMAA have asked that affiliations be paid as soon as possible so with that in mind please pay your club sub **ASAP** to bank a/c **ensuring that your name is in the subject line.** **Subs may be paid to the club bank account but the member must advise the treasurer of doing so by email thanks.** **bigtrev@xtra.co.nz**

The bank account details are as follows:

Bank Account Name: Christchurch Model Aero Club

Bank Westpac

Account number **03 0854 0563982 00**

Any new members must forward their initial affiliation payment to the club secretary via the P.O. box 14115 otherwise the three way checking system that we have cannot be activated.

This is to ensure that the secretary, treasurer and bulletin editor have been made aware of the new member...



Your editor with his new 36" Tomboy called "Ghost" and after its first test flight there needs to be a change to darker clothing so it is visible at altitude!!! (that's the trouble with ghosts, they disappear while you are looking)

Below are our Whirly bird experts (well at least one of them is!!!)



Maurice Bullford getting lots of enjoyment out of his Bipe



Nigel Grant having motor trouble, kept cutting out (see Big T's column on what could be the problem) John Dunstan admits to also having problems (very unusual about admitting to problems, GLUE!!!! SPAR!!!!)

Free Flight Results from Sunday. 29th March by Dave Jackson

Weather was a mix of all sorts with some wind and rain and generally overcast with predominately soggy air. Wind came from all quarters and finally settled from the North North West at around 3 meters per second with quite a lot of turbulence from the trees upsetting otherwise promising flights. Probably the worst wind direction for the Willows now the trees to the South West have gone.

Lynn managed 5 flights with his A1 with mixed results. Some issues with warps and a bias towards the right on tow provided some good and some not so good flights.

I had one good open glider flight before turbulence caused the "SIJA" to roll to the left on tow and with the premature release it hit the fence causing minor damage but sufficient to call a halt to flying for the day.

Rachael was remarkably consistent with the little 8"CLG – must be time for a bigger model for her now to get some more performance for her. Otherwise Lynn and myself found the air to be worse than the normal "Dead Air" for the CLG and HLG classes. Even my TLG glider which was flying well and normally would exceed the 60s mark fairly easily struggled in the conditions to provide the only max of the morning.

RESULTS

Lynn A1	80,75,33,49,26 = 263	Rachael CLG	26,23,27,29,17,25 = 147
Dave Open Glider	148,63 = 211	Lynn CLG	19,20,14,49,27,41 = 170
Dave HLG	37,25,31,33,37,36 = 199	Dave CLG	39,39,25,32,47,36 = 218
Dave TLG	37,45,45,50,60,56 = 293		

LYNN'S VIEW OF FLIGHT HAPPENINGS FOR THIS MONTH

Not much activity in FF and Vintage over the last period due to unfavorable weather conditions.

On Sunday March 29 after much hesitating I decided to head out to the Willows arriving just after the rain had past. Dave and Rachael were on site flying some wood gliders, initially the conditions were quite good however a NNE picked up and the turbulence off the stop bank trees did not help. Dave decided to have a go at open glider with his recently repaired Sija A2 (made a nice job of the repair work). The initial test flight looked good so some official flights were next.

Unfortunately on the second flight after some rotating in the turbulence it hit a fence so more repair work required. I flew CLG and A1, results not good due to the rough air.

Sunday April 5 a better turn out of Bods, in fact when arriving at the gate a thought I had got the timing for Tomboy wrong. Not so, some keen would be competitors getting some practice in for the up coming event, Mark, Stew, Dave and Gary doing some tuition for prospective new member of the "Elite" (Tomboy fliers!!!!.)

Stew and I shifted over into the Pylon paddock to do a bit of glider trimming A1 and A2 and CLG. Dave turned up later with a HLG.

Roy G was out flying a couple of FF cabin models in the Pylon paddock, one of them being his recently completed Miss Fortune which was going well. Roy came over and gave Stew and I a hand with the launching of the tow line gliders.

I tried out my recently reconstructed Junior (it had been missing for 2-3 months and when recovered was badly damaged and parts missing) it towed up straight and had a slight stall which was corrected so should be good for another turn.

Stew put his Sky Lady 2 (a Lars Larsson kit) up for a couple of flights and they were good ones.

FREE FLIGHT SUNDAY 19TH APRIL BY RELIABLE LYNN

A good turnout today, pity the NE curtailed events again. Stew M, Lynn and not far behind Stu G were first to arrive and later on Dave, Rachael, Grandad and Bruce W.

Glider events and Kiwi Power were scheduled so Stew and Lynn got underway first off. Stew was having some bother with his A2 (Skylady 2) which was unfortunate, the previous weekend it was performing well. Could have been the wind factor and some minor mechanical problems so was put back in the car and replaced with an A1 (Mini Master) which performed better.

Lynn flew his A2 (Junior) and that went OK. Dave had a go at Nos glider using an Aiglet (1956). The first flight hit a fence, the model ended up on the ground and the KSB timer left hanging on the top barbed wire. No serious damage though and the remaining two flights were completed without incident .

Stu G had some fun with his Electric Play boy and Bruce managed to debark one of his knuckles on a Prop. It got too windy for Kiwi Power.

Open Glider

Lynn 44 109 65 = 218
Stew 58 51 97 = 206

Nos Glider

Dave 33 50 74 = 157

INDOOR REPORT FOR THE 12TH APRIL. BY ON TIME BILL LONG

The events that we flew were for F.I.L. Open Tissue and Hand launched Glider all of the events being for N.D.C. Times for Open Tissue and F.I.L. are made using the same model with the better of one time for Open and the better of two times for F.I.L. With all our times averaging about eight minutes and say around five flights per contestant means that all the flying in our rubber events were going to take two and a half hours so two hours of hall time was not going to cut it. So with this being the case we extended this flying session to three hours taking one hour from our next December meeting.

Nev was away first and it seems to me that he really has a handle on the trim of his model, his model is just running the ceiling at the right amount but the rubber value is not right as the duration is too short. Kay as casual as ever started her flights and didn't look back (when things go right it's so easy!). Dave's flight times in F.I.L. were impressive and used one of his dropped times for Open Tissue.

My day begs belief with the model having all the warp trims reverse of what is required. Trying as hard as I could I only partially managed to correct it and in the process had a smash-time breaking spars and the prop. The extra hour was mostly taken up with me trying to get some times in and Dave flying Hand Launch Glider. His times seem to me to be getting better all the time and with his present performance must be able to impress in a full cat one site.

The next meeting will be on Mother's Day again. The 10th of May. F.I.D. is the event and remember the new rules.

Results.

F.I.L. Kay 18 min 29 sec. Dave 17 min 51 sec. Bill 15 min 1 sec. Nev 12 min 20 sec.

Open Tissue. Bill 9 min 35 sec. Kay 9 min 25 sec. Dave 8 min 41 sec. Nev 2 min 2 sec.

Indoor H.L.G. Dave 26.3 sec & 26.7 sec. (Times are not adjusted for hall height)

DOWN AT THE POWER PATCH By Graham Moffat

Daylight saving has gone and the days are getting shorter and cooler. Weather for Sunday flying has been patchy with the wind being the problem. The last Sunday (19th) was a good turnout. There was a large mix of flying machines ranging from a very large Glider to a Gyrocopter and everything in between. Even if the weather looks a bit marginal in Christchurch there are some days at the strip where it's good flying so its always worth making the effort to get to the strip.

It's the first time for a long time that there were three aircraft flying from the strip at the same time.

Weather permitting there will be the usual BBQ on the last Sunday of the month so please bring out anything that will fly.

I am continuing to work on my latest project the Sea Fury It's a ARF model but there still seems to be a lot of work required to get her ready to fly. It's interesting work and keeps me entertained so it's not all bad. I proved to myself recently that it pays to check and then check again. Funny that the brain tends to accept and confirm the information that it believes it should be receiving. I believe that I had checked the travel direction of all the control surfaces recently when I change transmitters but is amazing how hard it is for my Tucano to lift off when the elevator travel is reversed.



(I saw that happen and good on you Graham for owning up, we all make mistakes and learn from them, in the Tomboy fraternity it has been known to let the model go without the model being turned on, me included. In full sized aviation these mistakes are investigated and rectified so that is why aviation is so safe OBGGG)



See you at the Strip

Minutes of 2015 Annual General Meeting of Christchurch Model Aero Club, held at Papanui / Merivale Cricket Club, 205 Condell Avenue, Christchurch, 7.30pm, Tuesday 7 April 15

Present: Members present: 20

Apologies: Lizzie Henderson, Peter Stott, Olie Seyger, John Dunstan, Rachel Jackson, Rob Sherlock, Marco Wuethrich.

Minutes of Previous AGM: Approved (Trev. H; Graham Hart)

Business arising: Nil

President's report: Graham presented his report (as published) which was move to be accepted by Ian H. and seconded by Trev H. to acclamation.

Treasurer's report: Trevor presented his 28th audited treasurers report. Total income (after affiliations to MFNZ of \$3921.00 were deducted) was \$4888.34 (up from \$3824 from last year). Less expenditure gave an excess of \$141.00 (compared to a loss of \$1252 last year). Total accumulated funds stands at \$9213.97. We were \$5.85 OVER budget from last year.

A 2015 – 16 budget predicted a possible profit of \$846.86. Club night donations somewhat off-set hall hire at Condell Ave. Moved by Trev that this report be accepted; seconded by Graham Hart.

Election of Officers:

President: Grahame Hart

Secretary: Ian Harvey

Treasurer: Trevor Henderson

Recording Officer: Gary Burrows

Bulletin Editor: Garry Burrow (*ex officio*)

Webmaster: Mark Venter (*ex officio*)

Liaison officers:-

Free Flight: Dave Jackson

R/C Soaring: to be organised by Scott Chisholm

R/C Power: Graham Moffatt

Vintage: Lynn Rodway

Indoor (*ex officio*): Bill Long (who will also attend to any control line matters as well)

Auditor – G.J Smith - B. Comm.

General Business:

With the affiliation to MFNZ rising to \$70.00 from \$67.00, The Treasurer recommended that the subs be raised by \$5.00; senior up to \$150, Family \$160.00; Junior \$70.00 with mandatory life member sub to \$130.00. Moved Grahame Hart; 2nded Bill Long, passed unanimously.

NDC results were discussed lead by Bill Long. Some were being passed through the proper channels but don't always seem to be published in MFNZ magazine. Also national records need to be rationalised, but many feel that NZ records are not that important, although they are all available on line at the NZMAA (MFNZ) web site.

Trevor H. discussed how field hire and access needs to be monitored to ensure continued use of this valuable flying site.

Bruce Weatherall pointed out the Papanui Club club-rooms were being re-built and may be available again on the same basis as previously. It was recommended that Bruce look into this possibility.

Ian Harvey pointed out the advantages of having Wings badges and that examiners were always available to take members through the process. All national R/C competitions require Wings competency to be shown. Timely payment of club subscriptions was also encouraged to simplify affiliation payments to MFNZ.

The meeting closed at 8:30pm, followed by Recording Officer's report (see elsewhere), prize giving and supper.

TUNING YOUR ENGINE.....THRU THE EYES OF BIG T.

Lets be honest, how many people actually understand how the carburettor works- without that knowledge then your tuning will be hit and miss.

Your model aircraft engine carburettor is actually very simple in its operation and comprises two needles, one being a low speed and the other a high speed needle, plus a rotating barrel. Nothing could be simpler, but the problems that I have seen indicate that there is a frustration level when trying to make an engine run properly.

Once an engine is run-in and the carburettor set properly then you shouldn't need to make major changes unless something else that affects the engine performance has changed, eg leaking gaskets, old fuel or faulty glow plug.....if there is a change then look for the obvious before taking drastic action.

After you run your engine at 1/4 to 1/2 throttle for about 30 seconds to warm it up, and if the engine is new then you may have to make some coarse adjustments just to keep it running, but do let the engine warm-up before attempting to do any adjustment of any sort.

Most carburettors are designed so that you tune the top end needle first, and then the low speed, but never lean the engine to the point of screaming...they can go bang and its not nice when that happens when you are still learning.

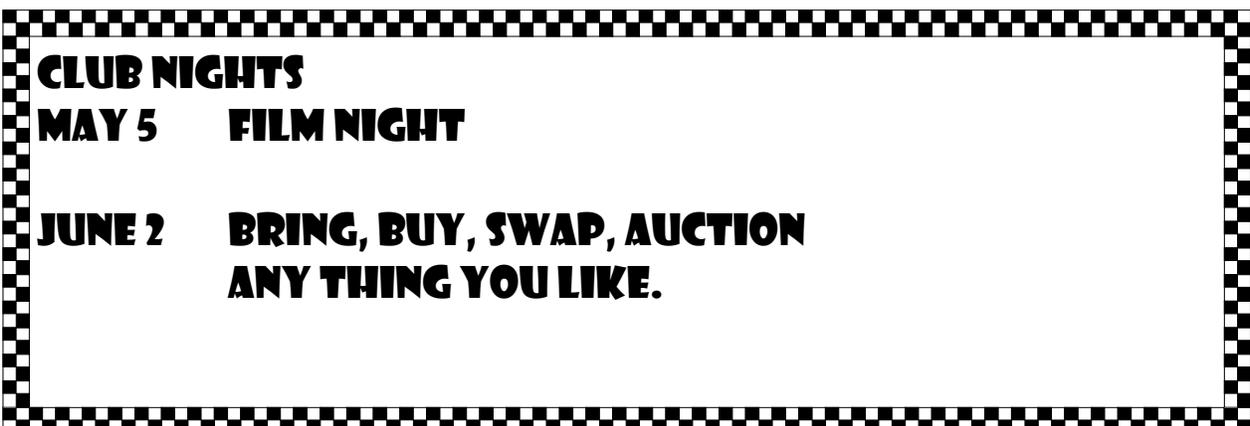
The idle setting is also very important and can be easily done using the pinch test which requires you to take the throttle back to idle, pinch the fuel line and if the engine begins to speed up then the mixture is too rich and conversely if the engine slows down then it is too lean, and if the engine slowly speeds up or slowly slows down then the mixture isn't too far from being correct.

When the idle is adjusted correctly then when the fuel line is pinched the engine will run at the same RPM for several seconds and then begin to slow. The engine should transition smoothly from idle to full throttle without burbling, loading or quitting.

Most aero modellers check the idle by reducing the throttle, then advancing it- if the transition occurs(?) correctly then he would think the engine has been set properly- we are all impatient and the engine hasn't been idling long enough to reveal any problem.

If the idle is close to being properly set then you will need to let the engine idle for several seconds for any indication of a fault- if the idle is slightly rich, then it may take several seconds for the engine to load up with enough fuel at idle to be noticeable when the throttle is advanced.

Good engine tuning makes for good and safe flying.



CLUB NIGHTS
MAY 5 FILM NIGHT
JUNE 2 BRING, BUY, SWAP, AUCTION
ANY THING YOU LIKE.

Recording Officers report for 2014 Year

Champion National Decentralized club AGAIN, is there anyone else out there???? (I keep repeating myself each year!!!) Christchurch MAC 1229.5 points, New Plymouth 728, Marlborough 387

4 members placing in the top 10 NDC competitors (down from 5 last year)
 1st Dave Jackson, 4th Lynn Rodway, 8th Bill Long, 9th Kay Long

Plus Rachael Jackson was the 3rd placed in the Junior NDC Champion

Our record at the last Nationals was good considering we only had two competitors namely Andrew and Seutonia Palmer (and He did good both in the flying and medically)

Within the club we had 27 (up1) members out of 70 members putting in competition scores. 38%, up from last year which was 32%

What does this mean when you put it all in perspective
 Free flight had outdoor 14 (up1) , indoor 4 (down 2) , vintage 7 (same)

Radio control Tomboy 14 (up 4) , Pylon 3 , Soaring 9 (up 1) , Vintage 4 (up 2)

We flew in 43 classes	4 People flew 1 event, (down 2)
14 had one competitor	6 people flew 2 events, (same as last year)
9 had two competitors	4 people flew 3 events, (Up 1)
6 had three competitors	5 people flew 4 events, (down 2)
9 had four competitors	3 people flew 5 events, (up 2)
All other events had more than 4 competitors	1 person flew 7 events,
	2 people flew 10 events,
	1 person flew 16 events
	1 person flew 20 events (and was our club Champion)

We are in good stead with people coming out and competing and I hope that this will continue. Having the rally day on the last Sunday of the month is proving to be successful in allowing catch up on missed days
 Gary Burrows

Ireland 's worst air disaster occurred early this morning when a small two-seater Cessna plane crashed into a cemetery. Irish search and rescue workers have recovered 1826 bodies so far and expect that number to climb as digging continues into the night.

Approximate wind speeds			
Meters per second	Km per hr	Miles per hr	Knots
2	7.2	4.5	3.8
4	14.4	9	7.8
6	21.6	13.4	11.6
8	28.8	17.9	15.5
10	36	22.4	19.4
12	43.2	26.8	23.3

2014 CHAMPIONSHIP RESULTS

SENIOR CHAMPION	
Jackson, Dave	136.5
Rodway, Lynn	106.5
Venter, Mark	84
Morse, Stewart	74
Weatherall, Bruce	43.5
Ensoll, John	40.5
Grant, Stu	37
Chisholm, Scott	36
Palmer, Andrew	36
Burrows, Gary	32
Long, Bill	30
Long, Kay	27
France, Peter	21.5
Dunstan, John	20
Griffin, Dave	19
Gunner, Roy	19
Bonner, Bruce	17.5
Robinson, Neville	17
Chisholm, Paul	14
Palmer, Suetonia	13.5
Beresford, John	13
King, Les	11
Glubb, Ashley	10
Harvey, Ian	10
Blacklaws, James	6
Jackson, Rachel JNR	5.5
Hart, Grahame	5

Junior Champion	Rachel Jackson
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FREE FLIGHT CHAMPION	
Jackson, Dave	127.5
Rodway, Lynn	90.5
Morse, Stewart	67
Weatherall, Bruce	43.5
Venter, Mark	32
Long, Bill	30
Ensoll, John	28.5
Long, Kay	27
Gunner, Roy	19
Bonner, Bruce	17.5
Robinson, Neville	17
Burrows, Gary	10
Beresford, John	7
Jackson, Rachel JNR	5.5

PYLON CHAMPION	
King, Les	11
Blacklaws, James	6
Hart, Grahame	5

VINTAGE CHAMPION	
Venter, Mark	39
Rodway, Lynn	29.5
Jackson, Dave	23
Grant, Stu	16
Burrows, Gary	14
Weatherall, Bruce	10
Ensoll, John	7.5
Morse, Stewart	6
Bonner, Bruce	5

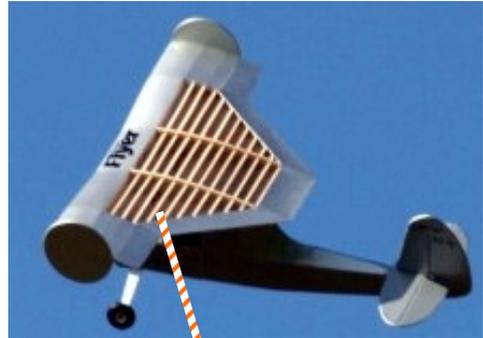
SOARING CHAMPION	
Chisholm, Scott	36=
Palmer, Andrew	36=
France, Peter	21.5
Griffin, Dave	19
Chisholm, Paul	14
Palmer, Suetonia	13.5
Harvey, Ian	10
Grant, Stu	6
Glubb, Ashley	5

RADIO CHAMPION	
Venter, Mark	52
Grant, Stu	37
Chisholm, Scott	36
Palmer, Andrew	36
Burrows, Gary	22
France, Peter	21.5
Dunstan, John	20
Griffin, Dave	19
Rodway, Lynn	16
Chisholm, Paul	14
Palmer, Suetonia	13.5
Ensoll, John	12
King, Les	11
Glubb, Ashley	10
Harvey, Ian	10
Jackson, Dave	9
Morse, Stewart	7
Beresford, John	6
Blacklaws, James	6
Hart, Grahame	5

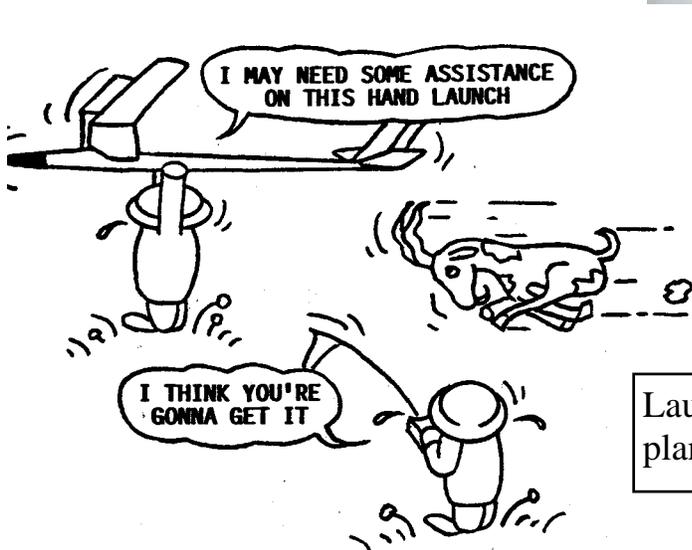
FIRST PLACINGS FOR 2014		
Coupe D'Hiver (FAI Rubber Class F1G)	Weatherall, Bruce	1
TOMBOY R/C EVENT	Venter, Mark	1
Cranfield Classic	Venter, Mark	1
Vintage RC Electric Rubber Texaco	Venter, Mark	1
Vintage RC 1/2 E Texaco	Venter, Mark	1
Open Power (Class A)	Rodway, Lynn	1
Vintage FF Rubber Duration	Rodway, Lynn	1
Open Rubber	Rodway, Lynn	1
P.30 Rubber	Rodway, Lynn	1
Nostalgia Power Duration	Rodway, Lynn	1
Vintage FF Power Duration	Rodway, Lynn	1
Kiwi Power	Rodway, Lynn	1
1/2A Power	Rodway, Lynn	1
Vintage FF Glider Duration	Rodway, Lynn	1
Club Electric X5J Extreme	Palmer, Andrew	1
2,4,6,8,10, (class J)	Palmer, Andrew	1
Altitude Limited Electric Soaring (class M)	Palmer, Andrew	1
FAI (F3K) Discus Launch Glider Tasks b,d,g,h.only (Total raw scores)	Palmer, Andrew	1
A/1 Glider (FAI Class F1H)	Morse, Stewart	1
Open Glider	Morse, Stewart	1
Hanger Rat	Long, Kay	1
FAI Class F1D	Long, Bill	1
FAI Class F1L	Long, Bill	1
Open Tissue	Long, Bill	1
Intermediate Pylon	King, Les	1
Aggregate (Class B)	Jackson, Dave	1
Catapault Glider	Jackson, Dave	1
Hand Launched Glider	Jackson, Dave	1
Classic A/2 Glider	Jackson, Dave	1
Indoor Hand Launched Glider	Jackson, Dave	1
VIC SMEED PRECISION	Jackson, Dave	1
Vintage FF Catapult Glider	Jackson, Dave	1
Tip Launched Glider	Jackson, Dave	1
Formula 500 (class D)	Griffin, Dave	1
Vintage R/C A Texaco	Grant, Stu	1
Vintage RC Precision	Grant, Stu	1
Avon Trophy	Ensoll, John	1
R/C 1/2A Texaco	Burrows, Gary	1
Vintage RC Electric Duration	Burrows, Gary	1
Quickie 500 Sport Pylon	Blacklaws, James	1
Vintage FF Precision	Ensoll, John	1=
Vintage FF Precision	Jackson, Dave	1=
Vintage FF 020 Miniature Replica	Jackson, Dave	1=
Vintage FF 020 Miniature Replica	Rodway, Lynn	1=

POOPY PUPPY POOPER SCOOPER REPORTS

- It has been drawn to my attention that there has been a lack of attention to the construction of new, better performing models by one who keeps us on our toes (stirrer??) his latest project which was to test out the Lanier Paraplane (Vacuum cell theory) of the early 1930's thru 1950's and while the attached photos show some of the design features being applied I understand that we have not had lift off yet as the original theory and applied practice showed that it worked, with very short takeoffs and landings, but I suspect in this case the wife has had added extra features (see if you can identify them) which maybe has increased the wing loading past that point when flight is not possible (too bloody heavy!!) would make a nice outdoor barbeque /drink area though!!!! .



It also looks like your editor has asked his architect to try the theory out on his new workshop. It will be only the hot air generated that will give this lift off.



Launching scale gliders before tow planes

Weather Station Phone Number

021 02943562

Operating times Monday to Friday 0700—1300hrs and 1400—1700hrs

Saturday and Sunday 0700—1600hrs

CMAC WEB SITE <http://www.cmac.net.nz/>

EDITORIAL MANURE. # 126, MANY MORE TO COME

- Isn't the internet a *wonderful tool* and I use the word *tool* specially as this was what the internet was originally for. Spreading knowledge. An example of its use was my ability to help out a club member with his problem of how to set up his twin EDF motors, 2 ESC's, 2 batteries, 1 RX before fitting them to his B737—700 . Now I'm not the most switched on about all this new technology that is going around these days but I have faith that out there in the internet some one has put together a "how to do it " in such a way that even I can understand it. So it was in this instance that I was able to go on the NET and ask the RIGHT question, and bingo back came several answers the best of which was a simple video showing how to do it, which I then passed on to Richard who in turn sent me back a video of the motors running, HE WAS HAPPY. There are several sites out there these days with help for your problem, the latest of which is HobbyKing who now have created a "how to" site
- ***AGM*** has now been completed with the committee being re elected in its entirety to much applause (by those who dodged a bullet I suspect!!!) Putting the correct spin on it means that we as a committee are doing a good job. Yes, I think so, but then I am biased .
- ***"Marlborough Associated Modellers"*** have a website which is worth a look at particularly their flying section (Aircraft projects) and their newsletter (the latest one has a write up and photos of the V1 project that flew at the latest airshow at Omaka) www.mams.org.nz particularly the videos that are posted. Good on you Knoxy!!!
- For those who are interested in vintage should send Bernard Scott a email scott.scott@xtra.co.nz to get the excellent AVANZ News letter (published every 2 months) Bernard is also looking for articles that would interest vintage fliers.
- ***Mosquito***, no not the one that stabs you and laughs, but Bill Fergusson's one which I am told has visited the maintenance shed for modifications and repairs (just like the full sized ones) and *we hope that Bill will give us a few words* on the trials and tribulations of having a temperamental thoroughbred to sort out until it makes the winning circle on a regular basis (assuming that the jockey/pilot remembers to pick up a dropped front hoof with the tail/rudder instead of trying to drop the other side front hoof to compensate)

OBBBB

A man came round in hospital after a serious accident.
He shouted, 'Doctor, doctor, I can't feel my legs!'
The doctor replied, 'I know you can't, I've cut your arms off'.

2-May-15	Saturday AM 0900-1200hrs	SOARING	95	NDC	CLUB	10 minute Duration (class B)	Willows
2-May-15	Saturday AM 0900-1200hrs	SOARING	110	NDC	CLUB	FAI (F3K) Discus Launch Glider Tasks b,d,g,h.only (Total	Willows
2-May-15	Saturday PM 1300-1600hrs					SPARE	Willows
3-May-15	Sunday AM 0900-1200hrs	FF	106	NDC	CLUB	FAI Power F1C (Class D)	Willows
3-May-15	Sunday AM 0900-1200hrs	FF	107	NDC	CLUB	Open Power (Class A)	Willows
3-May-15	Sunday AM 0900-1200hrs	VINTAGE /	108	NDC	CLUB	Classic A/2 Glider	Willows
3-May-15	Sunday AM 0900-1200hrs	FF	109	NDC	CLUB	A/2 Glider (FAI Class F1A)	Willows
3-May-15	Sunday AM 0900-1200hrs	VINTAGE	100	NDC	CLUB	Vintage RC A Texaco	
3-May-15	Sunday AM 0900-1200hrs	VINTAGE	99	NDC	CLUB	Vintage R/C 1/2 E Texaco	
3-May-15	Sunday AM 0900-1200hrs	VINTAGE /	101	NDC	CLUB	Classical RC Precision	
3-May-15	Sunday PM 1300-1600hrs					SPARE	Willows
5-May-15	Tuesday PM 1900 - 2130hrs	SPECIAL EVENTS			CLUB	Club Meeting	Condell ave
9-May-15	Saturday AM 0900-1200hrs					SPARE	Willows
9-May-15	Saturday PM 1300-1600hrs					SPARE	Willows
10-May-15	Sunday AM 0900-1200hrs	FF	103	NDC	CLUB	Wakefield (FAI Rubber Class	Willows
10-May-15	Sunday AM 0900-1200hrs	FF	105	NDC	CLUB	Open Rubber	Willows
10-May-15	Sunday AM 0900-1200hrs	VINTAGE	111	NDC	CLUB	Vintage FF Rubber Duration	Willows
10-May-15	Sunday AM 0900-1200hrs	VINTAGE / NOSTAL- GIA	112	NDC	CLUB	Nostalgia FF Rubber Duration	Willows
10-May-15	Sunday PM 1300-1600hrs					SPARE	Willows
10-May-15	Sunday PM 1300-1500hrs	INDOOR	102	NDC	CLUB	FAI Class F1D	Templeton
10-May-15	Sunday PM 1300-1500hrs	INDOOR	104	NDC	CLUB	Experimental	Templeton
16-May-15	Saturday AM 0900-1200hrs					SPARE	Willows
16-May-15	Saturday PM 1300-1600hrs					SPARE	Willows
17-May-15	Sunday AM 0900-1200hrs	SPECIAL EVENTS			CLUB	TOMBOY 36 and 48 R/C EVENT	Willows
17-May-15	Sunday PM 1300-1600hrs					SPARE	Willows
23-May-15	Saturday AM 0900-1200hrs					SPARE	Willows
23-May-15	Saturday PM 1300-1600hrs	PYLON			CLUB	Pylon Race Day	Willows
24-May-15	Sunday AM 0900-1200hrs	VINTAGE	113	NDC	CLUB	Vintage RC Open Texaco	Willows
24-May-15	Sunday AM 0900-1200hrs	VINTAGE	114	NDC	CLUB	Vintage RC E Texaco	Willows
24-May-15	Sunday AM 0900-1200hrs	VINTAGE /	115	NDC	CLUB	Classical R/C IC Duration	Willows
24-May-15	Sunday AM 0900-1200hrs	VINTAGE /	116	NDC	CLUB	Classical R/C Electric Duration	Willows
24-May-15	Sunday PM 1300-1600hrs					SPARE	Willows
31-May-15	Sunday AM 0900-1200hrs	SPECIAL EVENTS		NDC	CLUB	Club Rally day, cancelled events and NDC final day for month	Willows
31-May-15	Sunday PM 1300-1600hrs					QUEENS BIRTHDAY	Willows

2-Jun-15	Tuesday PM 1900 - 2130hrs	SPECIAL EVENTS			CLUB	Club Meeting	Condell ave
6-Jun-15	Saturday AM 0900-1600hrs	SOARING				CIRRUS TROPHY - Formula 500 (class D)	Willows
6-Jun-15	Saturday AM 0900-1200hrs	SOARING	121	NDC	CLUB	6 minute Duration (class A)	
6-Jun-15	Saturday PM 1300-1600hrs	I/C POWER	122	NDC	CLUB	Closed Circuit Distance (class F)	
7-Jun-15	Sunday AM 0900-1200hrs	FF	119	NDC	CLUB	A/I Glider (FAI Class F1H)	Willows
7-Jun-15	Sunday AM 0900-1200hrs	VINTAGE	124	NDC	CLUB	Vintage FF Catapult Glider	
7-Jun-15	Sunday AM 0900-1200hrs	VINTAGE / NOSTALGIA	125	NDC	CLUB	Nostalgia FF Glider Duration	
7-Jun-15	Sunday PM 1300-1600hrs					SPARE	Willows
13-Jun-15	Saturday AM 0900-1200hrs					SPARE	Willows
13-Jun-15	Saturday PM 1300-1600hrs					SPARE	Willows
14-Jun-15	Sunday AM 0900-1200hrs	FF	120	NDC	CLUB	P.30 Rubber	
14-Jun-15	Sunday AM 0900-1200hrs	VINTAGE	126	NDC	CLUB	Vintage FF Precision	
14-Jun-15	Sunday AM 0900-1200hrs	VINTAGE	123	NDC	CLUB	Vintage FF Chuck Glider	
14-Jun-15	Sunday PM 1300-1600hrs					SPARE	Willows
20-Jun-15	Saturday AM 0900-1200hrs					SPARE	Willows
20-Jun-15	Saturday PM 1300-1600hrs					SPARE	Willows
21-Jun-15	Sunday AM 0900-1200hrs					Avon Trophy	Willows
21-Jun-15	Sunday PM 1300-1500hrs	INDOOR	117	NDC	CLUB	Hanger Rat	Templeton
21-Jun-15	Sunday PM 1300-1500hrs	INDOOR	118	NDC	CLUB	Experimental	Templeton
21-Jun-15	Sunday PM 1300-1600hrs					SPARE	Willows
27-Jun-15	Saturday AM 0900-1200hrs					SPARE	Willows
27-Jun-15	Saturday PM 1300-1600hrs					SPARE	Willows
28-Jun-15	Sunday AM 0900-1200hrs	SPECIAL EVENTS		NDC	CLUB	Club Rally day, cancelled events and NDC final day for month	Willows
28-Jun-15	Sunday PM 1300-1600hrs					SPARE	Willows

