

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)

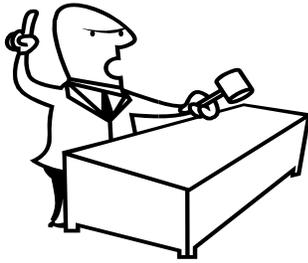
AUGUST 2015

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

I am looking forward to Sunday, as it looks like the first good flying day we have had for some time, old man weather has been up to its tricks this month but we are in the middle of Winter.

Most of you will be aware of the new rules concerning flying model planes and drones in parks etc, this may be annoying to some but may also be a help to registered Model Flying NZ flying sites as a means of increasing memberships, so if anyone does know of a park flyer please encourage them to come out to CMAC for a look. We welcome any new members and we are lucky that we can cater for all disciplines including Drones.

Its always good to get a little bit of payback and some of you may know that our es-teemed editor (alias the one armed paperhanger) was having a little trouble negotiating the roll-ing flora of the Willows site, steep canyons and huge mountains apparently, just need to bring back the 1 stick transmitter and said editor would be good as gold. (your card is marked!!! BGGG)

That's it from me Happy Flying Grahame Hart

CONGRATULATIONS TO ALEX HEWSON BECOMING A WORLD CHAMPION AT HIS FIRST ATTEMPT AND ALSO THE NZ TEAM COMING FIRST AT THE F3K (DISCUS LAUNCHED GLIDER) CHAMPS IN CROATIA WE ARE ON THE MAP OF THE WORLD NOW!!!



L to R Johnathan Shorer, Alex Hewson, Kevin Botherway and Joe Wurts.

Minutes of CMAC committee meeting, Thursday August 13th 2015, 6B Middlepark Road, Upper Riccarton, 7.30pm.

Present: Grahame Hart, Trevor Henderson, Gary Burrows, Graeme Moffatt, Ian Harvey, Dave Jackson, Mark Venter, Lyn Rodway

Apologies: nil; all present

Minutes of last meeting: approved

Business arising from last meeting: Nil

Correspondence out and in: Mostly regarding affiliations to MFNZ secretary. Some correspondence with one recidivist sub payer and apologies to another for getting his name mixed up with another with the same surname in the club (again!) and missing an affiliation. All sorted though. Also email from Avonhead Rotary asking if we would like to support the Twin Rivers motor show at the Ag Show grounds in March. Interest and more information were to be asked for and communicated to the organisers.

Treasurer's report: Everything on budget and payments to the farmer who we rent the Wil-lows from and to the Christchurch City Council for indoor hire.

Section officers' reports:

Soaring: Cirrus Trophy (Formula 500 inter-club) eventually run and reported in last Torque. Aerotow was successfully held on the Saturday 1st Aug but cancelled on the Sunday because of lack of numbers staying over and impending bad weather. Secretary to send a message congratulating Alex Hewson on wining world individual and team gold medals at the FIA F3K discus hand launch world championships in Croatia in July. Another aerotow meeting scheduled for Lake Forsyth site in the first weekend of September.

Free Flight: Three flew recently in catapult launch glider and hand-launch glider. Lot of enthusiasm and up-coming events will be P30 and A1 glider and others. This side of the club's activity is flourishing and may be the strongest group participating in FF in the country.

Vintage: Four events recently in vintage free flight but not much radio. Some members busy building.

Pylon: Although members are keen, generally deterred by the weather. More meetings are scheduled hopefully when weather improves.

R/C Power: Fairly quiet because of the weather. However, there have been some visitors which has been encouraging.

Two extra sections reports: Mark VentEr, Web Master reports all is good and the committee plan to have a new section run by Gary on Tomboy, in light of the amount of flying under this class(es) in the club at the moment.

AOB:

Flying site registration: This has been well prepared by Graeme Moffatt and it appears we can tick all the boxes. This is to be submitted to MFNZ with requisite maps and CMAC flying field operating procedures.

Scheduling and notifying of flying events at the CMAC site was discussed, especially in regards the recent aerotow event. Better lines of communication are required and there needs to be cognisance of other user's slotted times for sport flying (especially pylon). The secretary to ensure this is communicated to appropriate groups.

It was felt by the committee that in light of the new CAA rulings on model flying, precipitated by the increase in activity of drones and multi-rotor sport and race-flying, that we need to let fliers know that CMAC has a dedicated and approved model flying site that could well accommodate drone racing and other FPV flying. Mark V. is to look into ways in which this can be communicated to the applicable groups. The attaining of MFNZ wings badges will also be encouraged for such fliers.

Meeting closed at 8:37pm with next meeting to be tentatively on the 10th September.

SEPTEMBER CLUB NIGHT

We have a special guest speaker scheduled for our September club night. Scott Spooner is our MFNZ Representative and he will be giving us a quick run down of current MFNZ affairs after which he and hopefully Alex Hewson will give us a talk about some of their new interests. The CMAC committee have discussed some potentially new developments for the club and flying field and Scott & Alex will bring along some exciting new models to show off to the club so if this has stirred your interest make sure you attend our next club night on Tuesday 1st September.

Mark

A reminder that next weekend 29-30 August is the Lake Forsyth float plane fly-in weekend. A great event and one not to miss.

In addition this year, Friday (28th) will be dedicated to RotorCross (quadcopter) racing. This will be an all day event and results and points will count towards the NZ national RotorCross competition that is taking NZ by storm. <http://homepages.slingshot.co.nz/~mallid/Float%20&%20Field%20Flyin.htm>

If you have not yet heard of or seen RotorCross make sure you drop in to see what all the hype is about.

More info about this new sport can be seen here on their website - <http://rotorcross.co.nz/about/>

Mark

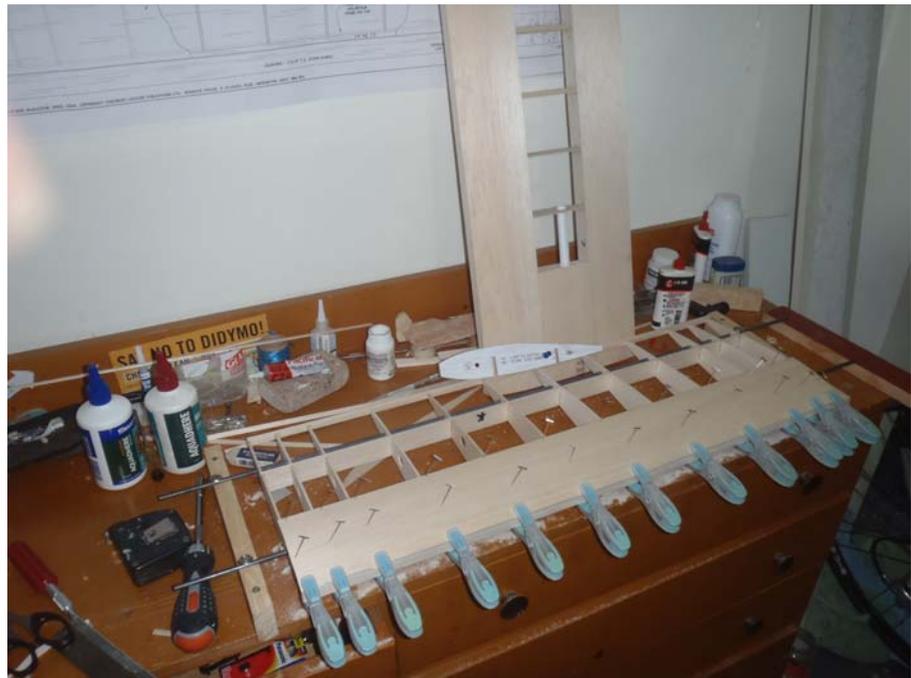
THE BUILDING BOARD

Paul Chisholm's new "KAS" aero tow glider is progressing well as the photos show well done Paul considering your difficulties.



From Nigel Grant to the editor

Also thanks again for the plans of the Maricardo. There has been a lot on lately but I have got hold of some balsa and am making progress with the wings. Should be ready to join at the weekend and then I will need to fit some tips and plates to hold aileron servo's. The old desk I have in the garage has a slight bow in it so you will see I have made up a jig with 7/32 wires supporting the ribs off the bench. Got the idea from a park flyer I had started earlier but had to suspend when I needed to start on a new RC power model.



I used a plywood template which you can see in the photo to cut out all the ribs and cut the jig support holes with a sharpened tube at the same time. I then tack glue them onto the full depth spars with thin cyano and then reinforce all the joints with a fillet of balsa cement – real glue, I don't think would assemble a plane with only cyano. I use PVA for most jobs.

THE INDIVIDUAL WORLD CHAMPIONSHIP FLYOFF ROUND BY ALEX'S CALLER/TIME KEEPER (AN AUSTRALIAN) A TRUE ANZAC COLLABORATION

Part 1:

I had the great honor to call for Alex in the fly-offs and be part of his success in the fly-offs. I'm not taking any credit for his win because he is a great flyer and his kiwi team were there all the way, but with all of the Kiwi's in the flyoffs, someone had to fill in and I was glad I was able to help.

It started with Alex asking me to call for him at the end of the preliminaries, mainly because I spoke New Zealand (hey bro 🇳🇿) and I had worked with the NZ team when they visited Australia for our Jerilderie tournament

Joe actually asked me to call (10 minutes later), but I had to decline because Alex had already asked. It felt like I had been asked on a date by a Hale Berry and then 10 minutes later by Scarlet Johansen!! 😂 LOL

Alex and I met up an hour before the flyoff to run through how he liked to be called and his terminology for the air, different parts of the field and directions, To my surprise we called very similarly and so there wasn't much adapting I had to do. The main focus for me was about discussing the air, clear clock reading and having a plan B at all times.

We did 10 minutes practice and it was time to go...

Part 2:

We walked out to the flight line for round 1 of the flyoffs. It was 8AM.

There is hardly a puff of air.

Alex: "We need to call 9:58 (the max), hero or zero. What do you think..."

Marcus: "Lets check out the air first (trying to hedge my bets), there was some light lift over the houses earlier."

Alex: "OK, I'll check over the houses and you keep an eye on everyone else."

Flight testing time starts.

Someone picks up some very light lift over the tents. 3 others hit the lift and pull brakes, one pilot continues to circle and circle and circle.

Marcus: "Take a look Alex," as I point to the circling plane which continues to circle.

Alex: "Good, I found nothing over the houses."

Alex: '9:58'

And we are away! Alex heads straight over the tents. Alex hits the lift first and was on top of the pack early. I kept Alex informed on where other pilots were going up stronger and Alex re-centred on three occasions to stay with the fluffy, poorly formed lift. It then got a little bit marginal (but not scary) for a short time, but a final re-centre by Alex and he was back on top of the pack. It was a Good start.

Most pilots got the 9:58. 2 pilots missed their 9:58 calls and 2 called conservative and got their times.

Next was 3x3:20.

Alex has 2 different styles of turnaround. The first is where he slides the plane in at 45 degrees to make the turnaround faster (270 degrees) and the second is a conventional catch and 360 degrees spin. We discussed the options and decided to take the safer, more repeatable approach of option 2.

The flight times were relatively easy and Alex did normal (360) turnarounds and dropped 3 seconds along with Anthony Rotteleur.

Alex now had 2 x 1,000's in the bag.

It was a good start.

Part 3:

There is now a half hour break. The organizers decided on a break after every 2 rounds to let Cederic (who is in both Senior and Juniors) have a break.

Alex grabs me and says, "Lets go have a review." So we find a quiet spot to have a chat.

Marcus: "Ok, how was the communication?"

Alex: "Great, I understood everything you said."

Marcus: "Air calls?"

Alex: "Good, you kept me informed just the right amount."

Marcus: "Competitors calls?"

Alex: "Good, no probs. If you think I need to move faster, then make sure you tell me to go. Just say FASTER! FASTER!"

Marcus: "OK. Anything else?"

Alex: "The only thing I have is don't forget to pick up the Lanyard and find the timer (in prep time) next time." 😊

Marcus: "Yep, sorry, I was a bit nervous and focused on the 9:58 call, it won't happen again."

😊 And it didn't.

Alex: "All good."

Marcus: "All good! Lets keep doing what we are doing."

We had a man hug and went to hydrate and keep cool.

I was pleased our communication was working so well.

I thought to myself, we need to just keep doing the basics right and the result will look after itself.

Part 4:

Round 3 was 1,2,3,4 and it was relatively uneventful.

There was a fair amount of good lift around and we kept talking about our options and how good the lift was and if we would go back to it for the next one. There were a few pilots who mixed up the order (deliberately to get back into good air) so there was always someone in some lift and the breeze was light so it was easy to get back to them. I kept my air calling simple and my time calls for the turnarounds clear, even and regular.

Alex lost 5 seconds along with Cederic and Charlie. Anthony dropped 6 and Joe dropped 4 for the 1,000. Nice work Joe!

Alex had a late catch at 2:59.8 and 1:59.7 and so lost the 0.8 and 0.7 due to the truncation rule (only whole seconds get recorded for your score). It is tight at the top.

Round 4 was AULD x 3 and things started to get interesting...

The good lift in Round 3 had now become softer and more broken and the flight testing time lift was less convincing. A small feeder had blown through and so Alex took the read off the launch and ran back for it. He hooked it with 2 others and was looking OK, but it was light. I watched 5 or 6 other pilots in some stronger air over the railway tracks (about 150m from Alex).

Alex: "My air is not so good"

Alex was only just climbing

Marcus: "There is better air over the tracks. Take a look" I point over the tracks.

Alex: "I've lost it" He opens up his turn to sample more air. The other 2 pilots with Alex leave the weak air.

Alex: "Ok I'm going!"

Alex heads for the other gaggle over the tracks. Three quarters of the way there and we are in sink.

Alex: (gets that moment of doubt) "I should not have left my air!"

Marcus: (there is no hope of going back now and I needed to reassure my pilot) "Keep going it is there! Keep going!"

We are at half launch height now. The gaggle is in good air and climbing.

We do the 'classic' search under all the other pilots going up in lift and can't find it! The air is more of a bubble that has popped off rather than a column!

Alex is searching, searching, searching. We are at 15-20m altitude.

Marcus: "Keep looking Alex it is there somewhere!"

Then a good pilot does what good pilots do, and their instinct kicks in. Alex turns and moves 45 degrees downwind..... and hits a tiny bump. First turn - hold. Second turn - hold. Third turn - he goes up. Fourth

turn - he goes up again. It kicks off! Phew that was tight!
Marcus: "2:30 we are looking good."
Alex makes 3:00

Rowdy calls over "What were you doing down there Alex, I thought you were cooked!"
"Just trying to lead you into sink Rowdy 🏆" replies Alex

The second 3 min is relatively easy and everyone gets it over the tents. It is strong and our plan is to go back to it for the last 3 min.

The third 3 min starts and Alex heads back over the tents (upwind), the breeze is very light. I feel a very light feeder pass through just as Alex launches.

Marcus: "Something has just gone through" I am not sure if Alex hears me.

I watch downwind. There are three downwind over the tracks again and one plane is getting away downwind near the houses. All the competitor options were getting a fair way away. The air is moving faster than we think.

Alex: "S@#t, I'm in trouble! I need something!"

I turn and look at Alex. He is at half launch height.

I only have one option, my light, unproven, fickle feeder. He can't reach the rest of the planes.

Marcus: (without hesitating). "Turn and go! It is at the back of the box, straight downwind. GO! GO! GO!"

Alex turns and goes!

Then just as Alex passes overhead he see's the plane way downwind near the houses.

Alex: "MARCUS!! I CAN'T REACH THAT!!!"

Marcus: "No, at the back of the box! GO! GO!GO!"

Alex goes.

Unfortunately a Snipe at 205g does not have much go, but he is going!

Alex keeps going...

Alex gets to the back of the box....

10m high now...

Marcus: "There! It should be right there! Keep ..." Alex hits the bubble right on cue! It is a good little thermal and Alex thermals out for 3 min.

I think to myself, thank goodness for that! 😊

We max out our AULD and get the 1,000, along with every other pilot.

As we walk off the field there is a lot of banter about how other pilots made miraculous saves and almost didn't make it. The scores made it look a lot easier than it was. It wasn't surprising to hear all the great save stories...this was, after all, the fly-off's at the World Championships!

Part 5:

We were now on the last half hour break and I'm sitting in the Aussie tent drinking 2 litres of water and watching the air, when Alex comes bounding into the tent! He was nervous and excited! Hell, I would be too!

Alex: "Oh no! I've done the wrong thing and I just looked at the scores! I need to win the last 2 rounds! If I drop any points at all to Anthony then he wins! I have never won a fly-off before!"

I immediately think I need to calm the nerves and re focus! The thought of the old bull and the young bull joke enters my head! (look it up if you don't know it!)

Marcus: "Time for a chat..."

Marcus: "There are only 3 things you need to remember."

I grab Alex by the shoulders, look him in the eyes and then press a finger into his chest

Marcus: "One, this is the mantra I use when I am standing on the flight line. How do you win the comp, you win this round, how do you win this round, you get your time, how do you get your time, you find the lift. We need to find the lift"

I now press Two fingers firmly into his chest we are locked in a trance...

Marcus: "Two, Joe just proved you can get 1000 in the turnaround task by not doing anything fancy and hitting the truncations. Listen to my voice, I'll read the clock and you catch on my call. We hit those truncations!

I now press three fingers into his chest. Alex has not said a word....

Marcus: "Three, you are the best pilot here. You have proven it in the preliminaries and you are in front now. There is no Silver bullet, you just keep doing what you have been doing."

I grab his shoulders, again our eyes still locked...

Marcus: "Now leave the tent, find a quiet spot, don't talk to anyone and ill meet you in the ready box in 5. Remember find the lift, hit the truncations and you can do it."

Marcus: "OK?"

Alex: "OK"

We have another man hug.

Alex leaves the tent and I head for the ready box. I have no Idea if he comprehended a single word I said or if I said too much. It just came out. I hoped my pep talk could help him perform to his potential. I decided he was a smart kid and he could do it.....

Part 6:

I meet Alex in the ready box and he is totally focused. I'm watching the air and the cycle has got a lot quicker and the thermals are a little smaller. I am mindful of the late morning overcast conditions that we tended to get each day, but it is looking really nice now.

As we head out to the field:

Marcus: "Just find the lift"

Alex: "OK." He has a steely focus in his eyes.

Round 5 is 3 x 3min (or last 3 I can't quite remember).

The conditions are even better than I thought and I keep Alex informed about what is going. It was pretty straight forward in the end and everyone maxes their times.

We both smile and give each other a quick high five (as if to say we are another step closer, let's not get carried away, we still have a job to do) and head back to the ready box.

I look at Alex in the ready box and I see a steely focus with a mix of nervous anticipation!

The Juniors finish their round 5 and we are heading back out for the final round of the fly-offs.

This will decide the next F3K World Champion!

As a caller, I don't feel too nervous, just a strong sense of doing the things I can control and letting the result take care of itself. It has been my motto for many years and I am pleased I can maintain my focus at the one time I really need it. 'Find the lift and nail my timing calls' is all I say to myself 5 times in a row.

As we walk out to the field..

Marcus: "Find the lift and hit the truncations".

Alex: "OK!"

Marcus: "Listen to my voice and catch on my call."

Alex: "OK!"

I find the two official time keepers and notice one is Leonarda, one of the friendly local Croatian girls. "Hi" she says in her usual happy voice. "Hi" I reply, "You have Alex" and her face lights up, "that is very good!" she says.

As we walk over to Alex, he sees me walking with Leonarda. Alex has a big smile on his face! "My lucky caller! I always fly well when you are timing for me!"



Part 7:

Alex re-focused quickly after his little interlude.

We had a read in the flight testing time and so the first 2 minute went to plan. I was watching the flags and also watching 3 other mini gaggles of planes circling nicely.

Marcus:"1:00" I checked my clock was the same as Leonarda's, which it was, "1:10... 1:20..are we going back to the same spot?" I asked Alex. 1:30 was our previously agreed decision time.

Alex "Yep, it is good"

Marcus: "Listen to my voice, catch on my call...1:30..1:31...1:32.." I was counting as clearly and a loudly as I could as I moved back out of the way..."1:57..1:58..1:59.." I could hardly even see Alex tip catch out the corner of my eye because I was concentrating so hard on the time. I didn't even stop my clock and he was away so fast that I did not even start my clock for the next flight!!!

I looked over at Leonarda's clock. Holy S@!t!!! 1:59.2

Marcus:" Great catch, perfect" I said to Alex as I ran back over to him to make sure he was going to get his time.

Alex:"All good" he was away again...

I synced my clock against Leonarda's time, starting mine when hers read 1:00. I decided this was going to be the best way to get the clocks aligned.

Same routine, same comments "Listen to my voice, catch on my call", same call in, same tip catch, same result...1:59,2!

I thought to myself, Wow, this is the big dance and this kid is really making it happen!

I ran back over to Alex to check his air...

Alex:" This is not good.."

Oh crap! I scanned the sky. Others in the same bubble were also struggling, but not badly. There were no other planes close and it wasn't worth leaving the marginal air to chase something else.

Marcus: "There is nothing else close Alex!" Alex was going to have to make it work.

I was scanning the sky for signs and watching the gaggle struggle. There were no clear signs. It was half a turn up and half a turn down.

There was no time to play with clocks so I read off Leonarda's clock "1:00.."

Alex kept working his bubble.... I kept the call routine the same.

Marcus:"..1:30, you are going to be OK.. There is lift at the back box for the next one..1:34..1:35.."

Alex was a little out of shape coming in without his usual height..

I was reading the official clocks over Leonarda's shoulder so my voice still faced Alex. It felt like I was yelling in her ear..."..1:58...1:59.." He caught at 1:59.4!

He was clean away again, but not so smooth and not as high.

I ran over to Alex to check if he was OK. He had found something almost straight away. Phew!!

Alex: "That felt late, what was my time"

Marcus:"0.4 late! That's OK, we will nail the next one"

This was an easy 2min and the lift was looking good for the next flight and the plan was to go back for it.

Same routine, same call "Listen to my voice, catch on my call." Same tip catch, same result. Alex nailed it! I don't remember the exact time but I remember thinking it was good. It was all he needed and no one was going to catch him. :-))I ran back over to Alex and he was already in the thermal.

The last flight was an easy one.

Alex let out a huge involuntary sigh and now had a big smile on his face!

Marcus: "1:30... Land in the box!" 🏆 . "1:40...1:50..1:59" Beeeeeeep, and it was all done! "Land in the box!"

We were still focused.

I scanned the landing area and someone had finished and was walking towards us. I called out "Hey stop!" They stopped and Alex landed.

I can still picture Alex's catching his plane (inside the box) and the feeling of relief and excitement for what Alex had achieved. I let out a huge cheer and raised my hands in the air.

He did it! He was the new World F3K Champion!

The celebration started and it was hugs and high 5's all round.



WHEN THE GOING GETS TOUGH, THE TOUGH FREE FLIGHTERS GET GOING

Sunday 9th August

The forecast for Sunday morning was looking pretty ominous on Saturday, and the rest of the family were starting to make plans for me, when, miraculously the day dawned frosty cold ,very grey and most importantly very calm. A quick call to the weather station confirmed low wind , no excuse so out to the field I went.

Lynn and Stew were already at the field when I arrived, getting their CLGs in trim. Three of us in CLG all flying the same model – (Scared d cat CLGs by Tony Mathews) so with the conditions as they were it would be a good contest. Both Lynn and Stew have the launches sorted with a nice transition into the glide, mine going a bit higher but a lot more knife edge and unpredictable- pretty equal as it turned out and with all the flights bar 2 over 30 seconds. Lynn had a great flight that landed just a couple of seconds off the max and still well within the field. Stew however had a couple of flights with nice launches and good transitions, ending unexpectedly in the worst air imaginable. Unlucky on the day Stew! The scores were close going into the last round with only 3 seconds between Lynn and myself. I managed a max putting the pressure on Lynn, who responded well with a very good 48. All scores for the morning were pretty good.

I flew Hand Launch Glider as well. I maxed the first flight with my Black Jack HLG, and then lost the model on the second flight. I must admit to be a bit bummed out about losing this model as it was one of those rare beasts – one of those models that really did fly ‘Right-off-the board’. Unfortunately I broke my rule with this model and flew it after 10am. It did what it has always wanted to do, fly and fly well – ***R.I.P.*** I finished with the Sting 24. This model has a reliable DT (which is why I still have it!) and I had to use it to reduce the flights as a max was putting the model out of the field with the wind from the South and those b*** trees!

Aggie will be flown on the last Sunday of the month of August – all FF Power model flights between 9:30 and 10:00 count toward NDC. Also BBQ and Rally day so see you there!

Calm winds and good flying.

Dave

CLG

Stew Morse 33,31,24,30,29,40 Total 177

Lynn Rodway 31,38,31,58,35,48 Total 241

Dave Jackson 39,44,38,31,44,60 Total 256

HLG

Dave Jackson 60,60,19,45,28,53 Total 265

When flying upside inverted, remember that down is up, and up is expensive!!!!

Weather forecasts are horoscopes with numbers

POOPY PUPPY POOPER SCOOPER REPORTS

- **GOUT, BLOODY GOUT,** I hear that the editor has been diagnosed ????. As having gout in his left hand after a crash in the icy conditions at the field, about a month ago now, and is still suffering (no modeling !!!) and according to him it has nothing to do with excess beer consumption, (drinks whisky about once a year) Granddad E suggests that is not enough to dampen the pain “should be every night” and he should know as he, at 84, looks nicely pickled (anesthetized).

Indoor Report for the 9th August. Event Open Tissue.

Full house again today as far as the number of indoor flyers in the club goes. For Open tissue we all used our F.1.Ls. The event requires the best time out of three attempts’ per competitor. Nev would have been the most successful in that his best time of just less than eight minutes was his best ever. Kay was not having a good day with model problems. (Problem with the age of the model probably due for a rest home!) Dave is still showing his natural ability with free flight which is still rewarding him which required me to think a lot harder to get a better time. I still think that we can still get a lot better at keeping these models up longer and of course that is where we get the enjoyment out of flying indoor free flight.

Results. Bill. 10 min 4 sec. Dave. 9 min 14 sec. Nev. 7 min 51 sec. Kay. 6 min 29 sec.

The next meeting will be on the 13th September and the events are H L G and F.1.D. don’t forget motors must not exceed four grams.

VINTAGE BY ONE OF THE TOUGH FREE FLIGHT BRIGADE LYNN RODWAY

Four of us turned up on Sunday for an attempt at Nos and Vintage power. Stew, Dave, Bruce W and Lynn. The wind conditions did not look or sound too good (weather station) with a stiff NW indicated initially at about 8 am however once on site it was flyable but breezy up top.

Lynn was late arriving (10 am) due to not going to go out to the site for a start but then hanged his mind. On arrival Bruce had made a test flight with his “Dixielander” going A OK and landing by the power pylons. Stew was next to go with his now sorted Stomper and Lynn next with a Stomper as well.

From here on in the wind started to gather pace, which put paid to some good flying, Bruce managed a reasonable first timed flight and from this point things went down hill with trimming problems so he called it quits before any damage was done and shot the gap not even stopping for the usual nerve calming smoke.

Stew manage to get 3 flights in and Lynn only 2, it being too windy for a final attempt.

Nos Power.

Stew	64	101	50	=	215
Bruce	89	13	-	=	102
Lynn	70	62	-	=	132

Vintage power was put off until later in the month, hopefully in better conditions weather wise.

Weather Station Phone Number

021 02943562

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

Saturday and Sunday 0700—1600hrs

EDITORIAL MANURE. # 130, MANY MORE TO COME

- Please remember that the wind speed given out by the weather station should be HALVED to give a accurate wind speed (this is due the new wind cups do not match the old read out program, which would cost about \$400 to up grade— cheaper to divide by 2!!!)
- Vintage Rules are in the spotlight again after the AGM of the vintage SIG, mostly to do with the bonus given to models depending on the age they were designed, the committee have produced a paper outlining the possible changes that people may like to consider and express an opinion to the committee.

The main reason for this review it is felt that a couple of rules seem to be limiting the model flown to the very much older (earlier dated and therefore better bonus awarded model) and penalizing later dated models which have virtually no bonus to play with. When the vintage SIG rules and events were formulated in NZ they were based on the American Society of Antique Modelers rules. They have served us well over they years but now, like most things in life, change may be needed to help increase how things progress, after all radio gear, building materials, propulsion systems, construction methods are always evolving. When the vintage period was determined for NZ it was decided to have all designs before 31 December 1950 eligible and of course most designs were free flight as radio was in its infancy, so the rules governing vintage were based on the free flight equivalent and of course the later models had a aerodynamic advantage due to development and understanding of flight performance so the bonus system was developed to compensate for this not so level playing field.

Most of this bonus system seems to be to advantageous to the older model in the competitions we fly and in my book needs to be adjusted to level the playing field, after all, radio control has certainly made it easier to achieve the scores regardless of the model flown (not the case in free flight which still needs the bonus to level the playing field)

As with all rules there will always be pluses and minuses as will there be the competition trophy hunters who like to win and mostly do so because they are the best, and work within the rules regardless of how good or bad they are, my take on it is to build something you like and hope that you have the skill to make it to the winners circle and don't follow the mob who all fly one model design because it is a winner (no displaying the wide range of designs that exist)

My recommendations

1. Delete all bonuses for precision contests
2. Halve the age bonus allowed for the year e.g. 1940 model bonus of 10 becomes 5
3. Give every model design entered a bonus of 10 which is reduced by the amount of the same design models entered (e.g. 3 same design models entered the bonus per model drops to 3

BGGG

1-Sep-15	Tuesday PM 1900 - 2130hrs	SPECIAL EVENTS			CLUB	Club Meeting	Condell ave
5-Sep-15	Saturday PM 1300-1600hrs					SPARE	Willows
5-Sep-15	Saturday PM 1300-1600hrs	SOARING	169	NDC	CLUB	Closed Circuit Distance (class F)	PM Hospital
6-Sep-15	Sunday AM 0900-1200hrs	FF	153	NDC	CLUB	Wakefield (FAI Rubber Class F1B)	Willows
6-Sep-15	Sunday AM 0900-1200hrs	VINTAGE / CLASSIC	158	NDC	CLUB	Classic A/2 Glider	Willows
6-Sep-15	Sunday AM 0900-1200hrs	FF	159	NDC	CLUB	A/2 Glider (FAI Class F1A)	Willows
6-Sep-15	Sunday AM 0900-1200hrs	VINTAGE	172	NDC	CLUB	Vintage RC 1/2A Texaco	Willows
6-Sep-15	Sunday AM 0900-1200hrs	VINTAGE	173	NDC	CLUB	Vintage RC A Texaco	Willows
6-Sep-15	Sunday AM 0900-1200hrs	VINTAGE / CLASSIC	174	NDC	CLUB	Classical RC IC Duration	Willows
6-Sep-15	Sunday AM 0900-1200hrs	VINTAGE / CLASSIC	175	NDC	CLUB	Classical RC Electric Duration	Willows
6-Sep-15	Sunday PM 1300-1600hrs					SPARE	Willows
12-Sep-15	Saturday AM 0900-1200hrs	SOARING	168	NDC	CLUB	2,4,6,8,10, (class J)	Willows
12-Sep-15	Saturday AM 0900-1200hrs	SOARING	165	NDC	CLUB	Altitude Limited Electric Soaring 200 (class M) scoring per 3.13.7	Willows
12-Sep-15	Saturday PM 1300-1600hrs	SOARING	167	NDC	CLUB	Pylon Racing Open (class G1)	PM Hospital
13-Sep-15	Sunday AM 0900-1200hrs	FF	154	NDC	CLUB	FAI Power F1C (Class D)	Willows
13-Sep-15	Sunday AM 0900-1200hrs	VINTAGE / CLASSIC	171	NDC	CLUB	Classic FF Power Duration	Willows
13-Sep-15	Sunday AM 0900-1200hrs	FF	157	NDC	CLUB	Open Power (Class A)	Willows
	Sunday PM 1300-1600hrs					SPARE	Willows
13-Sep-15	Sunday PM 1300-1500hrs	INDOOR	155	NDC	CLUB	FAI Class F1D	Templeton
13-Sep-15	Sunday PM 1300-1500hrs	INDOOR	156	NDC	CLUB	Indoor Hand Launched Glider	Templeton
19-Sep-15	Saturday AM 0900-1200hrs					SPARE	Willows
19-Sep-15	Saturday PM 1300-1600hrs					SPARE	Willows
20-Sep-15	Sunday AM 0900-1200hrs	SPECIAL EVENTS			CLUB	VIC SMEED PRECISION	Willows
20-Sep-15	Sunday AM 0900-1200hrs	VINTAGE / NOSTALGIA	170	NDC	CLUB	Nostalgia/Vintage FF 1/2A Power & Miniature Replica	Willows
20-Sep-15	Sunday PM 1300-1600hrs					SPARE	Willows
26-Sep-15	Saturday AM 0900-1200hrs					SPARE	Willows
26-Sep-15	Saturday PM 1300-1600hrs	PYLON	160	NDC	CLUB	Quickie 500 Sport Pylon	Willows
26-Sep-15	Saturday PM 1300-1600hrs	PYLON	161	NDC	CLUB	Quickie 500 Expert Pylon	Willows
26-Sep-15	Saturday PM 1300-1600hrs	PYLON	162	NDC	CLUB	FAI Pylon (F3D)	Willows
26-Sep-15	Saturday PM 1300-1600hrs	PYLON	163	NDC	CLUB	Intermediate Pylon	Willows
26-Sep-15	Saturday PM 1300-1600hrs	PYLON	164	NDC	CLUB	Sportsman Pylon	Willows
27-Sep-15	Sunday AM 0900-1200hrs	SPECIAL EVENTS			CLUB	TOMBOY 36 and 48 R/C EVENT	Willows
27-Sep-15	Sunday AM 0900-1200hrs	SPECIAL EVENTS		NDC	CLUB	Club Rally day, cancelled events and NDC final day for month	Willows
27-Sep-15	Sunday PM 1300-1600hrs	SOARING	166	NDC	CLUB	Altitude Limited Electric Soaring 123 RADIANT (class P)	Willows
27-Sep-15	Sunday PM 1300-1600hrs	SOARING			CLUB	Formula 500 (class D)	Willows

3-Oct-15	Saturday AM 0900-1200hrs	SOARING	198	NDC	CLUB	Altitude Limited Electric Soaring 123 RADIAN (class P)	Willows
3-Oct-15	Saturday AM 0900-1200hrs	SOARING	197	NDC	CLUB	Altitude Limited Electric Soaring 123 (class N)	Willows
3-Oct-15	Saturday AM 0900-1200hrs	SOARING	199	NDC	CLUB	FAI (F3K) Discus Launch Glider Tasks b,d,g,h.only (Total raw scores)	Willows
3-Oct-15	Saturday PM 1300-1600hrs	SOARING	200	NDC	CLUB	FAI (F3F) Timed 10 lap Slope	PM Hospi- tal
4-Oct-15	Sunday AM 0900-1200hrs					SPARE	Willows
4-Oct-15	Sunday PM 1300-1600hrs					SPARE	Willows
6-Oct-15	Tuesday PM 1900 - 2130hrs	SPECIAL			CLUB	Club Meeting	Condell ave
10-Oct-15	Saturday AM 0900-1200hrs					SPARE	Willows
10-Oct-15	Saturday PM 1300-1600hrs					SPARE	Willows
11-Oct-15	Sunday AM 0900-1200hrs	VINTAGE	201	NDC	CLUB	Vintage FF Chuck Glider	Willows
11-Oct-15	Sunday AM 0900-1200hrs	VINTAGE	202	NDC	CLUB	Vintage FF Catapult Glider	Willows
11-Oct-15	Sunday AM 0900-1200hrs	VINTAGE /	204	NDC	CLUB	Classical RC 1/2 E Texaco	Willows
11-Oct-15	Sunday AM 0900-1200hrs	VINTAGE /	205	NDC	CLUB	Classical RC E Texaco	Willows
11-Oct-15	Sunday AM 0900-1200hrs	VINTAGE	203	NDC	CLUB	Vintage RC Open Texaco	Willows
11-Oct-15	Sunday PM 1300-1600hrs					SPARE	Willows
17-Oct-15	Saturday AM 0900-1200hrs					SPARE	Willows
17-Oct-15	Saturday PM 1300-1600hrs					SPARE	Willows
18-Oct-15	Sunday AM 0900-1200hrs	FF	189	NDC	CLUB	Coupe D'Hiver (FAI Rubber Class F1G)	Willows
18-Oct-15	Sunday AM 0900-1200hrs	FF	190	NDC	CLUB	P.30 Rubber	Willows
18-Oct-15	Sunday AM 0900-1200hrs	FF	191	NDC	CLUB	Tip Launched Glider	Willows
18-Oct-15	Sunday AM 0900-1200hrs	FF	186	NDC	CLUB	1/2A Power	Willows
18-Oct-15	Sunday AM 0900-1200hrs	FF	185	NDC	CLUB	Open Rubber	Willows
18-Oct-15	Sunday PM 1300-1600hrs					SPARE	Willows
18-Oct-15	Sunday PM 1300-1500hrs	INDOOR	187	NDC	CLUB	Hanger Rat	Templeton
18-Oct-15	Sunday PM 1300-1500hrs	INDOOR	188	NDC	CLUB	Indoor Hand Launched Glider	Templeton
23-Oct-15	Saturday AM 0900-1200hrs					SPARE	Willows
24-Oct-15	Saturday PM 1300-1600hrs	PYLON	192	NDC	CLUB	Quickie 500 Sport Pylon	Willows
24-Oct-15	Saturday PM 1300-1600hrs	PYLON	193	NDC	CLUB	Quickie 500 Expert Pylon	Willows
24-Oct-15	Saturday PM 1300-1600hrs	PYLON	194	NDC	CLUB	FAI Pylon (F3D)	Willows
24-Oct-15	Saturday PM 1300-1600hrs	PYLON	195	NDC	CLUB	Intermediate Pylon	Willows
24-Oct-15	Saturday PM 1300-1600hrs	PYLON	196	NDC	CLUB	Sportsman Pylon	Willows
25-Oct-15	Sunday AM 0900-1200hrs	SPECIAL			CLUB	TOMBOY 36 and 48 R/C EVENT	Willows
25-Oct-15	Sunday AM 0900-1200hrs	SPECIAL EVENTS		NDC	CLUB	Club Rally day, cancelled events and NDC final day for month	Willows
25-Oct-15	Sunday PM 1300-1600hrs					SPARE	Willows