

**CHRISTCHURCH MODEL AERO CLUB EXECUTIVE 2015 / 16**



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**CHRISTCHURCH MODEL AERO CLUB (INC)**

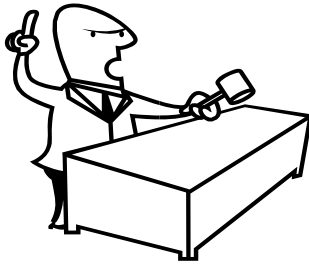
November December 2015

**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

Well another year has almost gone, once show week has completed its just a short time to Christmas and that seems to go very quickly.

The weather lately has been a bit up and down with a few good days, but the wind seems to rule at the moment. I have just returned from Sunday flying early today as the southerly came through, it was very impressive to watch with a very impressive front, soon put paid to the chit chat as everyone went home.

It was interesting to note that the Tomboy brigade were the only ones out at the field, this can either mean that they are very keen or that the power boys just know better.

I have some BOG news, the committee has been looking at how we can resurrect said item, and investigated pricing for a portable toilet, however this appears to be cost prohibitive so it looks like we will need to build it. Any carpenters out there please put your hand up.

It has been noticed that some work will need to be done on the container seating, due for a bit of a spruce up and stain, hopefully this can be done over the Christmas break.

The year has been a good one, the club is on song with new members joining, our facilities are great and we are in a good position moving forward to the new year. Sunday the 29th will be our last BBQ for the year so don't forget to come out enjoy some flying and enjoy a sausage and a chat.

I would like to wish all the members a very Merry Christmas and a Happy New Year, those staying in town we might see you at the field over the break and if you are traveling please take care.

Happy Flying Grahame Hart

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**DON'T FORGET THE LAST BBQ DAY  
FOR THE YEAR 29THE NOVEMBER  
LETS HOPE FOR GOOD WEATHER.**

Crash: Quick method of removing radio and engine from a model  
to fit them to your new one

# **SALE SALE SALE SALE SALE SALE GOING OUT OF BUSINESS / MODEL FLYING / GARAGE SALE**

Ian McDonald our old club member is down sizing and moving into a rest home village villa and needs to clear his workshop. He will accept any reasonable / sensible offer on his accumulated modelling gear. I have attached photos of some of the items for sale. A bit of searching will show up more gems. Please phone Ian at 342 8961 41 Camberwell place Avonhead for a look.



## **Minutes of CMAC committee meeting, Thursday November 18<sup>th</sup> 2015, 6B Middlepark Road, Upper Riccarton, 7.30pm.**

**Present:** Grahame Hart, Trevor Henderson, Gary Burrows, Ian Harvey, Mark Venter,

**Apologies:** Dave Jackson Lynn Rodway Graham Moffatt

**Minutes and notes of last meeting:** approved

**Business arising from last meeting:** No news yet from Christchurch City Council re- by-laws on model flying with city precincts.

**Correspondence out and in:** Wings badge for George Turner from MFNZ secretary; In from Alex Hewson representing CMQC (Christchurch mini Quad Club) in response to Grahame Hart's invitation for them to use the Willows facilities stating that they will not be availing themselves of the offer.

**Treasurer's report:** The club's finances are healthy with around \$4.5K in cheque a/c and \$3.5K in the savings. There are some outgoings for internet and printing expenses (\$357.00) and \$46.00 for electric fence maintenance and improvements and \$81.00 income from club nights.

### **Section officers' reports:**

**Soaring:** Small Radian event recently under cold but flyable conditions and an up-coming aerotow meeting on the last weekend of Nov. in Milton.

**Free Flight:** Quite a few events run lately (P30, A1 glider etc) with good participation.

**Tomboy:** Two events coming up on consecutive Sundays and participation is high with intense competition. Gary's rules are keeping the contestants baffled and amused.

**Pylon:** Looking forward to a meeting on Saturday 21<sup>st</sup> Nov.

**R/C Power:** Good activity and even some new prospective members.

**Electric:** Various models out on a Friday morning including electric gliders

### **AOB:**

Plans to get a new toilet are to be implemented. Graham H and Dave J. to approach mobile dunny providers to see if a second-hand one could be purchased for the site.

Last BBQ rally for the year will be on the last Sunday of November when some competitions will be completed.

**Meeting closed at 8:37pm with next meeting to be on the 11<sup>th</sup> February next year.**

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As I sit at my computer to write for the final issue of Torque for 2015 I find myself reviewing the last couple of months of Free Flight and comparing with last year. Last year we were blessed with calm mornings aplenty, especially in the September to November period, resulting in a lot of flying towards the end of the year. There is no doubt El Nino is having a marked effect on the weather with Sunday mornings in particular cursed with stronger winds than our field can support, being the norm of late.

The only FF flying this month was on the very first Sunday when Lynn and Stew flew A1. Both lost models that day unfortunately (Stew's was found several Kms away I believe), but at least there was flying. While downwind it struck me how much better the Willows is for FF with the removal of the trees to the South West. There would be an easy 2km of open space now – not enough for those boomer thermals and long DT's though! I left the wing of my A1 at home that day (first time I have done that J) so did not participate. Very lucky for me as with the way the air was that day it could well have been 3 lost models!

Especially pleasing to me this year has been the participation in a couple of FF classes in particular. P30 and A1 glider, with quite a few of the guys giving those a go. Earlier in the year we had NDC P30 entries of 7 and A1 of 5 – better support than seen at some Nats! I was hoping we may have got 10 P30's in the October NDC event – but that was not to be. Maybe next year as there that many in the Club now! That so many have got all the gear together to fly rubber is very encouraging. Extending to Vintage rubber or open rubber is the next progression – maybe we will see a few more Senator's, Gollywocks etc in 2016

For next year there are a couple of changes. Firstly, as NDC can be flown any weekend of the month, any times recorded during the month will also count for Club points. Previously only events flown on the calendared dates were eligible for Club points. The Calendar has also changed quite a bit – so study either the November Model Flying World for the full calendar or make sure you check out the calendar in the back of Torque carefully. There will also be a few more club events for our favoured classes such as Vintage Precision that are not NDC events – so look out for those.

The Nats in 2016 are at Easter, and are to be held at Carterton. This is quite a departure from the traditional dates and it is expected more favourable weather is to prevail. Planning starts now for all those interested in attending.

Have a Merry Christmas and a safe New Year, and above all, Happy Flying.

Dave Jackson

## POOPY PUPPY POOPER SCOOPER REPORTS

- I have seen everything now. On Tomboy day (25th) our overseas venturer has returned with some funny ideas on what constitutes a “six pack of Speights” which he owed Contest director OBGGGG for his rule violation. I can only presume that showing off his Naked (yes Naked) belly button was his idea on what was owed (a 6 pack it wasn’t —Lilly white it was, scrawny to say the least) and Reliable Rodway was offended and reckoned that it was now worth a bottle of single malt whisky (they do make that you know!!)
- Did anyone see “Avenues” on Friday 29 in it was a photo of one of our own actually working. The article called him “Johnny B” I have always known him a “Old John” he appeared to be trying to find his missing Tomboy Tail plane, he couldn’t have found it because he was absent on the 25th. “Bad John”!!!
- Have you noticed that the “V.I.P.” and his twin are no longer arriving together at the field!! Rumor has it —1/ the ability to be ready to go to the field in the morning has caused this split as Mr. “V.I.P.” IS A EARLY RISER and his twin is not or — 2./ V.I.P.’s twin can’t stand his excuses for why he is having more than his fair share of crashes at the moment.
- I understand from my spies that there is a new “Mower Man” who mows the strip mid week so that he can’t use it as a excuse for his increasing crash rate (maybe he should take up the more sedate Tomboy model that now matches his deteriorating inputs) I also understand that he is reluctant to vacate the mower seat to move the tables just incase someone else jumps on.
- I see that the Auzzies are having trouble with their detention center inmates (you would think that with their history coming from the Mother country all those years ago they would have learnt the compassionate handling of inmates would be a priority) They need to take a leaf out of NZ’s experimental detention center (located in ChCh) as template. This detention center has been going for just over 60 years and is a very successful model. It was conceived by a very young intelligent woman who *guided* it thru the building stages by using her first inmate (a lifer ) to construct the building and set up all the protocols for a successful handling of her first charge. Some of the ideas that she *guided* thru were conjugal rights, day releases, hobby workshop, fishing (to supplement the diet) and above all compassion to her soul charge. Where, might you ask, is this detention center located so you can go and see for yourself is 375 Wairakei road make yourself known to the *Governor Val* and she will show off her success story, his name is Granddad John (conjugal visits must have worked !!!)
- CONGATATULATIONS TO VAL AND JOHN ENSOLL ON MAKING 60 YEARS OF MARRIED.BLISS



## **THE OTHER TYPE OF INTERNAL COMBUSTION ENGINE...as seen thru the eyes of Big T.**

Whilst there are many aeromodellers who are very familiar with a nitro, methanol, oil based fuel, there are others like myself who have for many years mixed a fuel comprising oil, kerosene and ether- and ran this fuel in an internal combustion engine known as a diesel engine, that requires neither glow plug nor battery for ignition.

In a diesel, the compression of both air and fuel will raise the temperature to the point at which the fuel ignites.....and yes, without a glow plug. The ether will ignite and raises the temperature to a point at which the kerosene ignites. You could say that the ether was the equivalent of your glow plug. Diesel fuel has approximately twice as much energy as glow fuel.

Lets talk typical general purpose diesel fuel mixes;

*sport flying* equal parts of kerosene, castor oil, and ether

*competitive racing* 50% kerosene, 30% ether, 20% castor oil- sometimes known as 'Oliver' mix.

Lets describe what each components function is:

*Oil* of course for lubrication

*Kerosene* for power

*Ether* for starting

There are other brews that we have all used but either of the above will suffice for most purposes.

Both of these fuels require an additional item called Amyl Nitrate- ( now hard to get and a suitable locally obtained alternative is "AMSOIL CETANE BOOST ADDITIVE" for diesel fuel) which will smooth out the high speed 'miss' of the two stroke diesel engine, and requires generally no more than 2%.....for those not familiar with tuning diesel engines then I wouldn't worry too much about trying to locate it- it can be like hens teeth to obtain. (refer above AM-SOIL OBGGGG)

Tuning your diesel engine is real easy as the only tuning factors are the fuel, compression ratio and fuel mixture setting. A diesel head allows you to adjust the compression which effectively changes the timing of the ignition point to ensure better/ smoother running of the engine.

Setting the mixture is no different to a glow plug engine and is very easy once you have found the correct compression.....and how do you do that? During my days of racing ETA, Oliver and ROSSI diesel engines the trick to find the compression was to ensure the engine was totally dry of fuel in the combustion area, then with the piston at the top of the stroke one very carefully screwed the contra-piston in until it touched the piston- then wound the compression screw back one turn...that was always a good start point.

Performance gains when using a diesel show up when you increase the prop size to the outer limits when compared to a glow plug engine.

Always be cautious when adjusting the compression screw as diesel engines do not like running over compressed...they get hot, and also prone to breaking the crankpin.

Diesel engines don't mind running rich, but power output will be way down, so learn to play the compression screw (with caution) and play the needle- going lean. Like most things experience can never be replaced ...and it took me many years to properly tune model engines to obtain peak performance.

## CMAC PYLON RACING at the WILLOWS STOPBANK site 21 November, 2015 as seen thru' the eyes of big T

Yes, we have had a race day...although we were flying with an ever increasing North East wind which didn't make for ideal flying conditions, not pleasant but each of the competitors were affected the same way so they both made the same comments at the end of the event.

The first event was 'Sportsman pylon' and both competitors chose to enter using similar models and engines....the results should have been similar but Les had all sorts of problems, and when he finally got a time was then advised that he had 5 cuts- anything over two cuts is a zero score....to confuse you our zero score is 200!.

James had his equipment going very well and a few starting techniques learnt from Big T saw him start his engine every time and in adequate timing to suit the start clock. There are a few secrets that need to be learnt to quickly start an engine and certainly today James has that mastered.....you owe me a wine sometime for that!

### SPORTSMAN Results

James Blacklaws	2.02.79*,1.54.50,1.57.09, 1.56.22, 1.52.68	total 460.49
Les King	DNS DNS, DNS, DNF 1.56.62*****	total 800

Quickee 'Sport' then followed with only James competing and using the same model/motor combinations as he had used in Sportsman, and had similar results.

### QUICKEE SPORTS results

James Blacklaws	DNS, 1.54.16, 1.53.32, 1.53.91, 1.56.54	total 457.93
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Quickee 'expert' then followed with Les King being the only competitor and with a somewhat more powerful engine and quicker model combination was no doubt going to produce quicker times. However he was having engine tuning troubles and I suggested that perhaps his tank was not feeding correctly- taking off rich, and finally leaning out towards the end of the tank...in my control line days that would indicate that the tank should be moved- centrifugal force is an interesting subject and I think this is having an effect on Les's engine runs.

### QUICKEE EXPERT results

Les King	1.27.60, DNS, 1.39.00, 1.34.00, 1.36.19	total 376.74
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A good days racing, however the wind wasn't ideal and I believe our early start ( 10.00 am) enabled us to fly in the best part of the day.



## **TOMBOY TASK COMP 25TH OCTOBER**

Considering it was Labour week end we had a great turn out and even the weather was considerably better than we expected up to 1015hrs when it reverted to the weather mans prediction, which caused Stew M and Dave J to abort their last flights (aprox 20kph wind speed at ground level)

Before this wind change the weather was remarkable good from the west, with the 6 minutes task flights being achieved easily (it must have been due to that period before the weather change where the air it is very buoyant ) in this period of about 1 1/2 hours everyone, apart from the above couple, got in all their flights.

We have a new leader of the pack, flying his immaculate 36" TB, Sean McCurrie who only dropped 11 points from the maximum possible (720) with his flight times being only 1 second



away from the perfect score, he also achieved the 3 landings required, (it just shows that flying soaring events does prepare you well!!!) which only one other flyer achieved (DDDDn)

Back from his training camp in the Mediterranean looking bronzed and fit was Mr. Electric Dunstan trying to retrieve his status as top flyer and electric top dog as he now has a competition fellow in the form of Stu Grant who was having a go in the electric division this time.

Missing from today's competition were the following, John (I'm missing my tail plane) Beresford and Granddad John Ensoll. (Sorry for making the event on labour W/E chaps)

Mark Venter had to relinquish his run of top results this time but is still holding the lead in the championship by a small margin. His downfall in this event was the inability to make all of his landings (just 1 for 20 points) if he had got the other 2 (worth 100) he would have piped Sean by 3 points as he kept out of the bad penalty zone by not over flying the task time.

Next was Stu Grant ("Mr. Electrics nemesis") who, while flying OK, missed the landing bonuses and made that costly mistake of over flying the task time twice (is cost 60 points)

Now we come to those who "Can do better" and no doubt will in the next 2 contests. Lynn Rodway didn't get any landing bonuses plus lost 79 points because not getting close enough to the task times. Stew Morse was second to last because his flight that he did not carry out was the one that caused the least disaster (task 100) which left poor old Dave Jackson coming up as tail gunner because the flight that he didn't fly caused him the most loss (Task 300) Dave at least got in one landing.



**TOMBOY TASK CONTEST 25 OCTOBER 2015**

<b>NAME</b>	<b>MODEL</b>	<b>ENGINE</b>	<b>TASK 180 SECONDS</b>	<b>TASK 240 SECONDS</b>	<b>TASK 360 SECONDS</b>	
<b>McCurrie</b>	<b>36"</b>	<b>.75 Mills</b>				
		Actual time seconds	181	239	361	
		Minus task time	180	240	360	
			1	-1	1	
		Penalty	-5	-1	-5	
		TASK POINTS	100	200	300	
		MINUS the PENALTY	95	199	295	
		PLUS LANDING BONUSES	60	40	20	
		TOTAL SCORES	155	239	315	<b>709</b>
<b>Dunstan</b>	<b>48"</b>	<b>Electric</b>				
		Actual time seconds	177	245	364	
		Minus task time	180	240	360	
			-3	5	4	
		Penalty	-3	-25	-20	
		TASK POINTS	100	200	300	
		MINUS the PENALTY	97	175	280	
		PLUS LANDING BONUSES	60	40	20	
		TOTAL SCORES	157	215	300	<b>672</b>
<b>Venter</b>	<b>36"</b>	<b>.75 Mills</b>				
		Actual time seconds	174	240	358	
		Minus task time	180	240	360	
			-6	0	-2	
		Penalty	-6	0	-2	
		TASK POINTS	100	200	300	
		MINUS the PENALTY	94	200	298	
		PLUS LANDING BONUSES	20	0	0	
		TOTAL SCORES	114	200	298	<b>612</b>
<b>Grant</b>	<b>48"</b>	<b>Electric</b>				
		Actual time seconds	190	242	343	
		Minus task time	180	240	360	
			10	2	-17	
		Penalty	-50	-10	-17	
		TASK POINTS	100	200	300	
		MINUS the PENALTY	50	190	283	
		PLUS LANDING BONUSES	0	0	0	
		TOTAL SCORES	50	190	283	<b>523</b>

<b>Rodway</b>	36"	.75 Mills					
	Actual time seconds		139	246	352		
	Minus task time		180	240	360		
			-41	6	-8		
	Penalty		-41	-30	-8		
		TASK POINTS	100	200	300		
		MINUS the PENALTY	59	170	292		
		PLUS LANDING BONUSES	0	0	0		
		TOTAL SCORES	59	170	292	<b>521</b>	

<b>Morse</b>	48"	1.3 Mills					
	Actual time seconds		0	244	318		
	Minus task time		180	240	360		
			-180	4	-42		
	Penalty		-180	-20	-42		
		TASK POINTS	100	200	300		
		MINUS the PENALTY	-80	180	258		
		PLUS LANDING BONUSES	0	0	0		
		TOTAL SCORES	-80	180	258	<b>358</b>	

<b>Jackson</b>	36"	.75 Mills					
	Actual time seconds		105	227	0		
	Minus task time		180	240	360		
			-75	-13	-360		
	Penalty		-75	-13	-360		
		TASK POINTS	100	200	300		
		MINUS the PENALTY	25	187	-60		
		PLUS LANDING BONUSES	0	20	0		
		TOTAL SCORES	25	207	-60	<b>172</b>	



## RELIABLE RODWAY REPORTS

Sunday 1 November

This was A1 day for two of us, Stew M and Lynn. There was a NE wind and some lift and we located in the FF paddock. Stew was managing the wind well, his model towing straight up and releasing no problems, however Lynn was having some bother with the model pulling to one side and consequently losing height at the launch stage for most of the flights.

Stew managed to get his fourth flight in and Lynn his fifth however on both occasions the models disappeared in a SW direction and initial searches proved fruitless. Strong thermals, the DT function not having any effect !!

Not long after Stew arrived home he got a phone call from the finder so got it back but in damaged condition haven been run over by a car.

Lynn's model has not been recovered at the time of writing.

### A1 Glider

Stew 87 60 98 120 = 365

Lynn 120 49 32 32 120 = 353

Sunday 8 November

This was Open glider day for Stew and Lynn and Kiwi power for Bruce W and Lynn. Not many turned up which was a shame because it was a brilliant day for model flying, very little wind, nice and warm and only a slight NE wind for a time. The still air made it a bit difficult for us pensioners to get our A2 gliders into the air however we carried on never the less although the results were not spectacular.

Bruce managed to get five flights in for his Kiwi power effort however Lynn only managed two, the second flight landing in the water race by the power pylons and being swept down stream and fortunately getting snagged before it reached the Pacific ocean

Stew's A1 from the previous week has been repaired and is on track to flying well again.

### Kiwi Power

Bruce 40 28 24 34 42 = 168

Lynn 120 120 - - - = 240

### Open Glider

Stew 78 66 66 = 210

Lynn 145 53 99 = 297

### P30 NDC for 25October 2016

				TOTAL
Dave Jackson	115	120	120	355
Stu Grant	86	66	85	237
Lynn Rodway	60	67	83	210
Stew Morse	56	54	41	151



**Dave Jackson preparing his P30 with the Judges???? in the back ground, Stew M and Sean McCurrie**

**November club night report.**

We had a visit from Russell Gifford from CSMEE who gave us an interesting talk and a great demo of a number of various model steam engines.

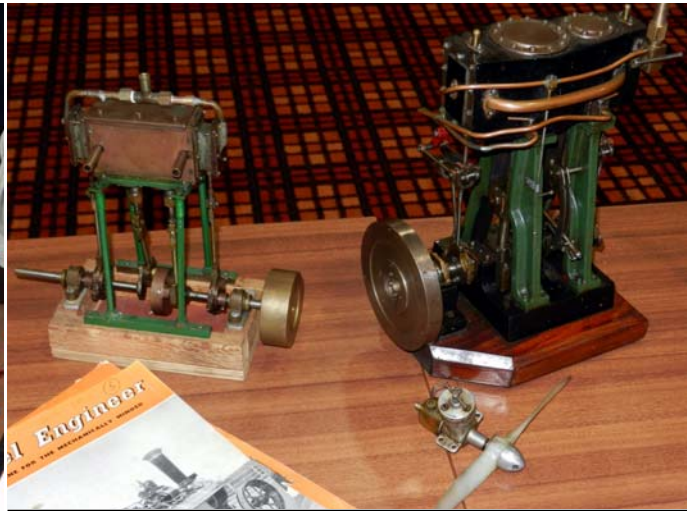
These ran off a small air compressor and showed some of the excellent workmanship these gentlemen are capable of.

I think I was most impressed by the compressor though, it could not be heard when running which is a big change from my one which makes enough noise to wake the neighbours.

Besides working model steam engines, the CSMEE site out at Halswell has a pond/lake for model boating and yachting as well as rails for working steam engines of various types and sizes with ride on carriages that wind through the trees - great way to spend a free afternoon so make sure to add them to your next Sunday afternoon outing list.

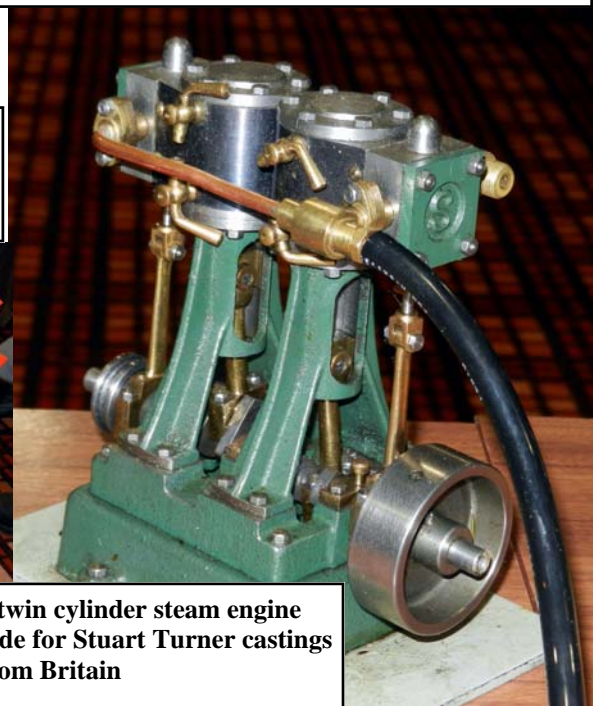


**Bruce Weatherall, John E admiring the display.**



**compound marine engine almost certainly made in the 1950's**

**a "Table Engine" a together with a rebuilt "Tich" 3 1/2" gauge locomotive by Russell Gifford.**



**a twin cylinder steam engine mde for Stuart Turner castings from Britain**

December club night is a social / show & tell meeting, maybe with a quiz or two if enough folks turn up.

If you have anything to bring along then please do and see if you can get the top bragging rights for 2015.

**Now a number of reminders for those who don't pay attention.**

There will not be a meeting in January, the first meeting next year will be in February.

Club meetings Tea & biscuits is provided free through the kindness of Gary Burrows - you are welcome to contribute.

Cleaning up and washing of cups etc is normally done by Gary - you are welcome to offer assistance.

**Venue fees are \$45 per night.** In order to not raise subs to fork out an extra \$500 per year we ask that those who attend the meetings 'freely' make a donation towards the venue hire.

**And take note** - we are watching you. Anything short of a couple of gold coins will be frowned upon.

(There a few very large and able bodied members who will not hesitate to up-end and severely shake you until all your pockets are empty!)

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**Indoor Report for the 8<sup>th</sup> November. By mistake ridden Bill**

The events we flew were N.D.C. Open Tissue and F.1.L. I think that we all used our first times for Open Tissue. Kay was not with us being unwell with Pneumonia. Dave was the best flyer of the day having put up his best ever time of Ten minutes and three seconds. Nev was having problems with his motors which stop him from getting the times that the model should have done considering that it was the best trimmed model of the day.

I really blew my chances by firstly using the wrong model and not finding out that my best model was in Kay's model box until fifteen minutes before the conclusion of the contest. I also only took the rubber motors with me that I made up the night before and they prove totally useless.

This was the last indoor contest of the year and although we were consistent I think that for myself personally I didn't do as well as I expected. I know that next year if I don't go back to keeping records and don't stop making stupid mistakes like the ones I did at this meeting I don't expect that I will get the pleasure and satisfaction that this discipline normally rewards one with.

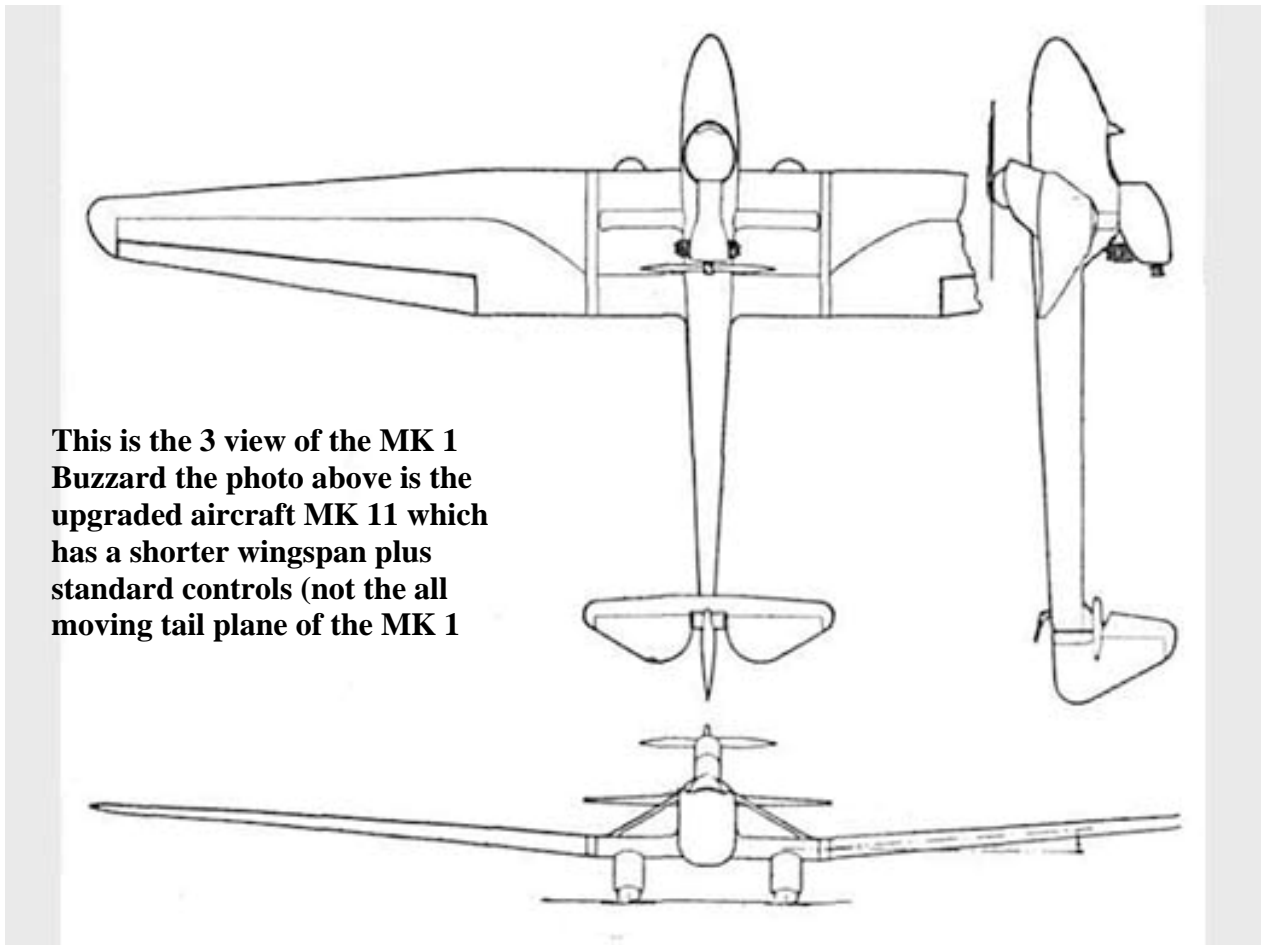
**Times. Open Tissue.** Bill. 6 min 25 sec. Dave. 5 min 31 sec. Nev. 2 min 36sec.

**F.1.L.** Dave. 14 min 51 sec. Bill. 14 min 42 sec. Nev. 7 min 3 sec. (the best of two times.)

The next meeting will be on the 13<sup>th</sup> December. Fly whatever indoor free flight class you want. I also want to thank everyone who took part in our events at the hall this year without you there would be no flying. **(Merry Christmas and lets all have a great new year.)**



**Luton L.A.3 Buzzard II**



**This is the 3 view of the MK 1 Buzzard the photo above is the upgraded aircraft MK 11 which has a shorter wingspan plus standard controls (not the all moving tail plane of the MK 1**

The aircraft is a powered sailplane of which only one was built, money and war prevented any further development

Looking at the photos the wing section was probably Clark Y with washout Would make a good design for our club proposed 5cc limited fuel scale class (no model plan exists as far as I know come on you CAD people !!!)

# History

The **Buzzard** was a single-seat ultralight of wooden construction, fitted with split flaps and an all-flying tailplane, and powered by a 35 hp Anzani inverted Vee air-cooled engine. The Buzzard was designed by [C.H. Latimer-Needham](#), and built by Luton Aircraft at [Barton-in-the-Clay](#), Bedfordshire in 1936. The only Buzzard, registered G-ADYX and designated the **Buzzard I** first flew in 1936. On 16 November 1936, it was damaged during landing at [Christchurch, Hampshire](#).<sup>[1]</sup>

In 1937, it was rebuilt as the **Buzzard II** with short-span wings, enclosed cockpit and an orthodox tailplane. On 8 May 1938, it was damaged beyond repair while being demonstrated at a Royal Aeronautical Society 'garden party' at [Great West Aerodrome](#). In 1943, the aircraft remains were destroyed when the company's Phoenix Works at [Gerrards Cross](#) burnt down.

## General characteristics

Crew: 1

Length: 21 ft 6 in    [Wingspan](#): 35 ft 6 in    [Empty weight](#): 400 lb    [Max. takeoff weight](#): 600 lb

[Powerplant](#): 1 × [British Anzani 35hp](#) air-cooled inverted V-twin, 35hp

## Performance

[Maximum speed](#): 95 mph

[Range](#): 180 miles

**Hot off the press. Tomboy for the 22 November was cancelled due the weather forecaster getting it right (see photos below)**



Mark Venter making the most of the weather by tuning his motor for a 7 minute motor run



Weather Station Phone Number

021 02943562

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

Saturday and Sunday 0700—1600hrs

**EDITORIAL MANURE. # 133, MANY MORE TO COME**

- 80 years Aeromodeller has been going, started in November 1935 it has been a magazine that the true modeler has always respected. The only other equivalent Mag still going is Model Airplane News but in my humble opinion has lost its way to the mighty dollar as produced by the commercial “make a Buck brigade” and not the true design and build brigade which I and others subscribe to. If you want to look at the latest version of Aeromodeller go to the Fendalton Library they have them on their magazine shelves.
- **YOU WILL NOTICE THAT NEXT YEARS PROGRAM** is now in a different format to cope with the changing times / weather

2016 Club Competition calendar Protocols

1. Free Flight / Vintage NDC events for the month may be flown on any Saturday or Sunday during the month
2. Pylon events will normally be held on dates listed (normally Saturday afternoon)
3. Soaring events will normally be held 2<sup>nd</sup> Saturday morning and 4<sup>th</sup> Sunday afternoon of the month
4. All NDC events will be also club events
5. Competitors (flying outside normal W/E times e.g. Sunday morning for F/F) must nominate the event they are flying regardless of the out come and the score advised to the recording officer within 5 days (all results must be accompanied by the name of the club member who did the timing and the date and time the result happened)
6. Specific club events (not NDC e.g. Vic Smeed Precision) will score club points
7. Tomboy events will be held on the days stipulated
8. Indoor events are to be flown on stipulated days as determined by the hall availability (normally the 2<sup>nd</sup> Sunday afternoon of the month)
9. There will be specific events which must be flown on and at stipulated dates and times  
E.G Avon Trophy, Cirrus Trophy.

- **Well it has been a full on year and there is a optimistic chance that Our house will be occupied before December the 25th so with that in mind I would like to wish you all a very Merry Xmas and a happy New Year**

OBGGGG

**Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding it or doing anything about it**



## JANUARY NDC EVENTS

FREE FLIGHT	1	1/2A Power
FREE FLIGHT	2	Open Rubber
FREE FLIGHT	3	Open Power (Class A)
FREE FLIGHT	4	Coupe D'Hiver (FAI Rubber Class F1G)
FREE FLIGHT	5	P.30 Rubber
FREE FLIGHT	6	A/1 Glider (FAI Class F1H)
FREE FLIGHT	7	Kiwi Power
FREE FLIGHT	8	Open Glider
FREE FLIGHT	9	Catapault Glider
FREE FLIGHT	10	Hand Launched Glider
FREE FLIGHT	11	Kennedy Precision (Class E)

VINTAGE	72	Vintage FF Precision
VINTAGE	73	Vintage FF Rubber Duration
VINTAGE	74	Vintage FF Glider Duration
VINTAGE	75	Nostalgia FF Glider Duration
VINTAGE	76	Classic FF Glider Duration
VINTAGE	77	Classical RC 1/2 E Texaco
VINTAGE	78	Classical RC E Texaco

	Flying Period Time / Day	Controlling Officer	NDC	EVENT	VENUE
3-Jan-16	Sunday AM 0900-1200hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
3-Jan-16	Sunday PM 1300-1600hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
9-Jan-16	Saturday AM 0900-	F/ F & VINTAGE		Any of NDC listed above	Willows
9-Jan-16	Saturday PM 1300-	PYLON		Pylon Race Day	Willows
10-Jan-16	Sunday AM 0900-1200hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
10-Jan-16	Sunday PM 1300-1600hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
16-Jan-16	Saturday AM 0900-	F/ F & VINTAGE		Any of NDC listed above	Willows
16-Jan-16	Saturday PM 1300-	PYLON	127	Quickie 500 Sport Pylon	Willows
17-Jan-16	Sunday AM 0900-1200hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
17-Jan-16	Sunday PM 1300-1600hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
23-Jan-16	Saturday AM 0900-	F/ F & VINTAGE		Any of NDC listed above	Willows
23-Jan-16	Saturday PM 1300-	F/ F & VINTAGE		Any of NDC listed above	Willows
24-Jan-16	Sunday AM 0900-1200hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
24-Jan-16	Sunday PM 1300-1600hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
24-Jan-16	Sunday PM 1300-1600hrs	SOARING	169	Altitude Limited Electric Soaring 123	Willows
24-Jan-16	Sunday PM 1300-1600hrs	SOARING	168	FAI (F3K) Discus Launch Glider Tasks	Willows
30-Jan-16	Saturday AM 0900-	F/ F & VINTAGE		Any of NDC listed above	Willows
30-Jan-16	Saturday PM 1300-	F/ F & VINTAGE		Any of NDC listed above	Willows
31-Jan-16	Sunday AM 0900-1200hrs	ALL CLASSES		Club Rally day, cancelled events and NDC final day for month	Willows
31-Jan-16	Sunday PM 1300-1600hrs	F/ F & VINTAGE		Any of NDC listed above	Willows

## FEBRUARY NDC EVENTS

FREE FLIGHT	15	Tip Launched Glider	VINTAGE	83	Vintage RC 1/2A Texaco
FREE FLIGHT	79	Vintage FF Power Duration	VINTAGE	84	Vintage RC Electric Rubber Texaco
FREE FLIGHT	80	Nostalgia FF Power Duration			
FREE FLIGHT	81	Nostalgia FF Rubber Duration			
FREE FLIGHT	82	Classic FF Rubber Duration			

	Flying Period Time / Day	Controlling Officer	NDC #	EVENT	VENUE
2-Feb-16	Tuesday PM 1900 - 2130hrs			Club Meeting	Condell ave
6-Feb-16	Saturday AM 0900-1200hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
6-Feb-16	Saturday PM 1300-1600hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
7-Feb-16	Sunday AM 0900-1200hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
7-Feb-16	Sunday PM 1300-1600hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
13-Feb-16	Saturday AM 0900-1200hrs	SOARING	170	6 minute Duration (class A)	Willows
13-Feb-16	Saturday AM 0900-1200hrs	SOARING	172	Altitude Limited Electric Soaring 123 (class N)	Willows
13-Feb-16	Saturday PM 1300-1600hrs	PYLON		Pylon Race Day	Willows
14-Feb-16	Sunday AM 0900-1200hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
14-Feb-16	Sunday PM 1300-1600hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
14-Feb-16	Sunday PM 1300-1600hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
14-Feb-16	Sunday PM 1300-1500hrs	INDOOR	12	Hanger Rat	Templeton
14-Feb-16	Sunday PM 1300-1500hrs	INDOOR	13	Fuselage	Templeton
20-Feb-16	Saturday PM 1300-1600hrs	PYLON	128	Quickie 500 Expert Pylon	Willows
21-Feb-16	Sunday AM 0900-1200hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
21-Feb-16	Sunday PM 1300-1600hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
27-Feb-16	Saturday AM 0900-1200hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
27-Feb-16	Saturday PM 1300-1600hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
28-Feb-16	Sunday AM 0900-1200hrs		Club	TOMBOY	Willows
28-Feb-16	Sunday AM 0900-1200hrs	ALL CLASSES		Club Rally day, cancelled events and NDC final day for month	Willows
28-Feb-16	Sunday PM 1300-1600hrs	SOARING	173	Altitude Limited Electric Soaring 200 (class M) scoring per 3.13.7	Willows