

**CHRISTCHURCH MODEL AERO CLUB EXECUTIVE 2017 / 18**



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**CHRISTCHURCH MODEL AERO CLUB (INC)**

**Torque**



March 2017

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**

### **President's Report for the Annual General Meeting of the Christchurch Model Aero Club - 07 March 2017.**

This is my President's report for the 2017 AGM 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 2016 and early 2017 for the hard work and dedication that they have put into the club and the representation of our members in their various disciplines.

To the 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 2016/2017 year CMAC has maintained a steady membership which is a tribute to the good name of the club, membership numbers can alter due to natural attrition and members transferring.

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

A great deal of work has been done by the Committee throughout the year to ensure the club runs smoothly, health and safety is up to date, the Port a Loo is in place.

The electric fence, weather station and ride on mower are maintained and the general tidiness of the club fields looked after.

Activity remains strong in all of the flying disciplines; there have been many outstanding individual efforts in both NDC and National competition. Andrew Palmer and Les King have represented the club at the Nationals both gaining high placings.

The main power patch field continues to be mown on a regular basis by Graham Moffat. I would like to give a special thanks to Graham for all of his efforts with the ride on mower, spraying and general tidy up jobs for the club.

Radio Control Power continues to be very popular on club days with a dedicated group making up the core, gliders scale planes nitro and electrics are all catered for and the club trainer is being used on a continual basis.

Pylon continues to be popular with a small but very dedicated group flying on a fortnightly basis of practice and race days.

Gliding continues to be very strong at CMAC with regular competition flying on Saturdays; members of the gliding fraternity enjoy good lift, a high ceiling and wide open spaces at the club.

Tomboy flying continues to be very popular and commands the largest turnout on a Sunday competition, competition is fierce and not for the faint hearted as one mistake can be the talk of the town for the next few weeks.

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, and Gary Burrows continues to present a top quality club magazine and should be highly commended for his efforts

A special thanks to Mark Venter for his continuing work in organising the CMAC club nights, these nights are a great opportunity for the members to get together, exchange ideas in a friendly social environment.

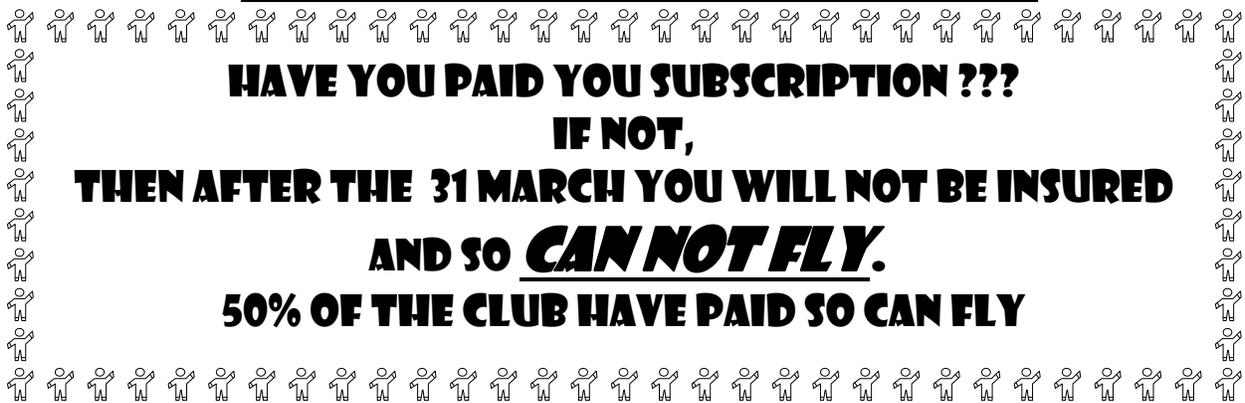
The CMAC club continues to be strong and a force in the New Zealand model flying scene, the club has been operating for many years and with strong leadership and input from the club members will continue to do so.

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

Grahame Hart

President 2016/2017

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**HAVE YOU PAID YOUR SUBSCRIPTION ???**  
**IF NOT,**  
**THEN AFTER THE 31 MARCH YOU WILL NOT BE INSURED**  
**AND SO CAN NOT FLY.**  
**50% OF THE CLUB HAVE PAID SO CAN FLY**

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**Minutes of 2017 Annual General Meeting of Christchurch Model Aero Club,  
held at Papanui / Merivale Cricket Club, 205 Condell Avenue, Christchurch,  
7.30pm, Tuesday 5 March 17**

**Present:** Members present: 22

**Apologies:** Peter Stott, Marco Wuethrich, Paul Chisholm, Liz Henderson, Les King, Brian Victor, Grant Fry, Peter Stott.

**Minutes of Previous AGM:** Approved (Gary Burrows; Grahame Hart )

**Business arising:** Monthly meeting venue will continue to be the Papanui Merivale cricket club rooms

**President's report:** Grahame presented his report (as published) which was moved to be accepted by Trevor Henderson; seconded by Gary Burrows.

**Treasurer's report:** The report was tabled by Trevor Henderson. Highlights: The only fixed assets at the moment are the mower and the electric fence. Portaloo value only the cost of transport and installation. Insurance of weather station and other assets are covered in the budget. Outgoings may be an up-grade of the electric fence and gate system around the strip and some maintenance of the weather station. Budget for next year presented which was very similar to the current one but some travel added. Moved to be accepted by Gary Burrows; seconded by Grahame Hart.

**Election of Officers:**

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President: Grahame Hart  
 Secretary: Ian Harvey  
 Treasurer: Trevor Henderson  
 Recording Officer: Gary Burrows  
 Bulletin Editor: Gary Burrows (*ex officio*)  
 Webmaster: Mark Venter (*ex officio*)

**Liaison officers:-**

Free Flight: Stewart Morse  
 R/C Soaring: Paul Chisholm (with assistance from Scott Chisholm, Dave Griffin, Ian Harvey and Peter France (electric soaring))  
 R/C Power: Graham Moffatt  
 Vintage: Bruce Weatherall  
 Indoor (*ex officio*): Bill Long (who will also attend to any control line matters as well)  
 Auditor – G.J Smith - B. Comm.

**General Business:**

Remit: That the CMAC subscription be raised by \$5.00 to cover extra MFNZ affiliation fee. Motion put by Henderson; seconded Hart – passed.

Secretary pointed out that approx. 30% of members have wings badges. All radio fliers should have them, especially for insurance purposes. Hart and John Ensoll are registered to be trainers and examiners.

Control line flying when appropriate on the strip was mooted and agreed upon.

A new gate into the flying area in the electric fence was suggested. Suggested that drivers be more careful when approaching the flying area!

Suggested that all scale aircraft flown from the strip should have a visible pilot at the aircraft controls. Aircraft without such may be deemed out of control and dangerous. Also suggested that those WITH pilots must have ones that are competent to miss trees and find the landing strip. (See PPPS report)

The meeting closed at 8:15pm, followed by Recording Officer's report (see elsewhere), prize giving and supper.

**Recording Officers report for 2016 Year**

Champion National Decentralized club AGAIN this is probably our last year of being champion club unless we all put in our times!!!!

21 CMAC members out of the 111 ( a bit suspect as we have 2 Dave Jackson's and 2 Stewart Morse's in the results!!!!) modelers who recorded scores in NDC (down by 6 on 2015)

4 members placing in the top 10 NDC competitors

1st Dave Jackson, 3rd Lynn Rodway, 7<sup>th</sup> Stewart Morse 9<sup>th</sup> Bill Long,

Plus Rachael Jackson was the Junior NDC Champion

Free flight NDC champion was Dave Jackson with Lynn Rodway runner up

Within the club we had 28 (down 2 from last year) members out of 62 members putting in competition scores What does this mean when you put it all in perspective

Free flight had 8 (-6) outdoor, 6 (+1) indoor, 3 (-5) vintage

Radio control 7 (-7) Tomboy, 3 pylon, 8 (- 1) soaring, 3 (-1) vintage

We are in trouble with our most prolific competitor (Dave Jackson) going North to show them how!!!

I'm hoping that you will all fill the gap left by Dave (difficult I know) and put in your times as I perceive that the rules seem to be changing for NDC and I wait with anticipation on the approved changes to be promulgated.

Gary Burrows CMAC Recording officer

## **SUBSCRIPTIONS FOR 2017/18 SEASON NOW DUE BY 31 MARCH**

Life	\$135.00	Senior	\$155.00	Family	\$165.00
Junior	\$75.00				

Associate membership really hasn't changed as the basis of their sub was always Club sub less NZMAA affiliation. (\$155—\$75 = \$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**

**New Member:** Please visit the club web site and download the CMAC membership application forms and the Model Flying NZ affiliation form.

Fill in and either post to the secretary (PO Box 14115 Christchurch) or scan and email to him / her. or send a cheque for the requisite amount with the forms

**OR**

Make payment to the above bank a/c and email the treasurer (with a cc to the Secretary) that the requisite payment has been lodged. In the highly unlikely event that your applications are rejected, your cheque will either be returned or destroyed or your bank payment reimbursed.

NOTE: If you have no access to the CMAC website, contact the secretary and you will be sent copies of the forms in the post.



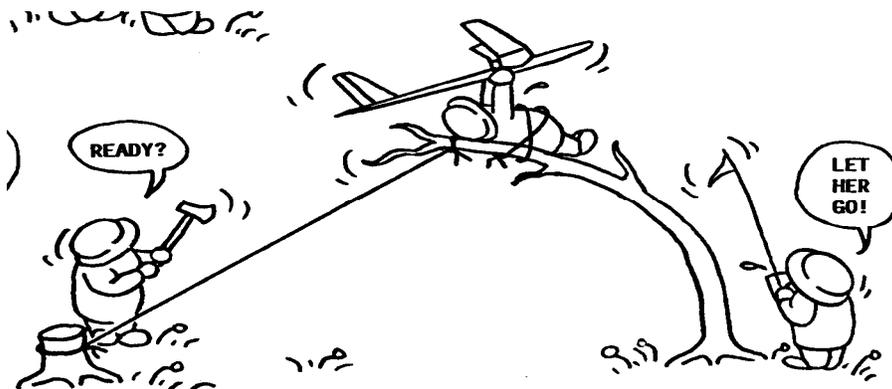
I bet he can't do that these days (but neither can I, as I launched my last Kennedy precision from the kneeling starting position, as I would have run out of fuel in getting up OBGGGGG

## POOPY PUPPY POOPER SCOOPER REPORTS

- There was a whoopsy today at the flying field and we will put it down to the misty rain which prevented this driver from noticing that the electric gate had been reattached by Andrew Palmer as he left after his usual morning aerobatic practice, you can see how pilots must be very careful when flying close to the ground to be aware of wires they are hard to see!!!! Repairs are under way and a suggestion that we install a more noticeable farm gate for those of us who are visually challenged!!!



- The editor OBGGGGG was taken to task for his CR\_\_P writing skills as seen in the last bulletin the offending item was **“I and the weatherman got it right.”** correct grammar is **“the weatherman and I got it right.”** OBGGGGG thanks the English professor (with honors) who pointed this out and who has offered to become the new bulletin editor for 2018 just to see a decided improvement in the writing, after his house is up to his livable standard of course!!!!.
- **PILOTS** do we need them??? Yes we do, as they are the people who we can blame when we crash, so that means we need them in the cockpit of our scale models if for nothing else but to have some one to blame when it all turns to custard. At our AGM the question was asked of Bill Ferguson why he wasn't having a pilot in his new model (the question was asked by one who has a pilot in his 48" electric Tomboy and who has blamed him for his bad flying !!!) Bill on the other hand is only to happy to own up when the rot sets in, good on you Bill.
- What's this? OBGGGGG seen competing, Kennedy Precision event of choice using his trusty 2X nationals Vintage precision winner “Loutrel Sportster” only to find that the model has a built in memory for 90 seconds (including vintage bonus of 15) and while leading up till the last flight by Lynn Rodway (you can't keep a good man down) who actually got within 15 seconds of the 120 target and piped OBGGGGG, you can see by the photo Lynn was pleased!!!!



Is this Hand  
Launch or not ???



Your new FF officer admiring his new Vic Smeed "Bonnie Lass"

## **FREE FLIGHT AND VINTAGE - MARCH 19 BY BRUCE WEATHERALL**

March 19 was a vintage flying day in all respects.

For a start, the weather was perfect, fine and sunny, not too hot, starting off dead calm with a light north easterly setting in later in the morning.

A couple of actual vintage events were flown. It was great to see Lynn Rodway back in action after his recent spell of illness, and his Gollywock flew very well in Vintage Rubber Duration. Bruce Weatherall also set out to fly in this class, but bad luck (Incompetence? Poor preparation? Lack of recent flying practice? All of the above?) meant he had disastrous flight with first, his recently-built Bazooka, and then his Pinocchio. So much for the club's recently appointed Vintage Officer!

Later in the morning Bruce Bonner put up his Inchworm for Classic Glider, which flew well although almost being confined to one flight due to the loss after his first flight, of not the model but his towline winch, which we could not find in the long grass after he had retrieved the model. He was about to give up but at last spotted the winch and was able to complete the other two flights.

Vintage models were also flown in three free flight classes.

In Kiwi Power, Bruce Bonner put in the five required times with his Stomper, aided by the lack of wind which meant not too long a retrieve.

Kennedy Precision attracted three entrants. One was Gary Burrows, who after spending the first hour or so of the morning sitting at his little table cursing the Mills .75 in his Tomboy (Nothing changes, does it?) decided to return to the ways of righteousness – pure free flight that is - and put up his Loutrel Sportster. One of his flights was almost too good: it caught some lift, went way up high and at one stage was heading for the dreaded trees on the northern side of the field. Fortunately it came around and landed not too far away in the next paddock. He insisted this was due to skill, not luck. Roy Gunner flew his Simplex, and the winning time was recorded by Lynn with his K. K. Bandit.

So a great day. With two exceptions alluded to earlier, no crashes, and no models lost. A good time had by all, and thanks to visitor Merv from Waimak Radio Flyers who helped with timing

Results:-

**Vintage Rubber Duration:**

Lynn Rodway (Gollywock 1944) 260sec

**Classic Glider Duration:**

Bruce Bonner (Inchworm) 280sec

**Kennedy Precision:**

Lynn Rodway (K,K. Bandit) 229sec, 1  
Gary Burrows (Loutrel Sportster) 215sec, 2  
Roy Gunner (Simplex) 143sec, 3



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**Indoor report for the 12<sup>th</sup> March. By the old master Bill Long**

The event for this month was Hanger Rat you will remember last month Kay and I were having trouble even getting these things to fly and Nev also was having problems. Well this month it didn't start any better, but after a bit more trimming things started working out. Nev's model continued to give problems due to a new prop that was not working (this happens because the method shown on the plan for setting the prop blades is flawed)

I put up a couple of flights which I considered were quite good, then Kay took over and did 2 minutes 55 seconds followed by two flights of over 3 minutes.

Our four top flights work out to be far better than anything else ever done in this country.

I do hear of some good times up north but it seems they don't come to anything when it counts.

The next meeting is on the 2 of April (a week early) the event we are flying is open tissue N.D.C.

**Hanger Rat results.** Kay. 3 min 10 sec & 3 min 2 sec.  
Bill. 2 min 59 sec & 2 min 57 sec.  
Nev. 1 min 1 sec. & 1 min 8 sec.

## **CRANKSHAFT BEARINGS as understood by BigT.**

Yes, unless your engine is plain bearing then your engine will generally have two bearings supporting the crankshaft.....and you guessed it they do have a life. So, how do you know when they need replacing?

You can assume that after a significant prang that at least the front bearing needs replacing, or if your engine had had a few hundred flights....the bearings will start to get noisy, or when you slowly turn the engine the bearings will feel rough- and in an extra worst case you'll be able to rock the crankshaft.

To change the bearings you will need to completely strip the engine and the average modeller can do that, but he may have troubles removing the prop driver. You could use a couple of screwdrivers but the best 'trick' is to use a battery terminal puller....this has two arms that lock over the prop driver and a central threaded rod that will, in simple terms, when tightened against the end of the crankshaft pull the prop driver away from the shaft.

Also be very careful when removing the piston and liner as invariably there will only be one position for the conrod to be removed from the crankpin..... don't force it as you don't want to damage the big end bush. Once the piston and liner has been removed you can then push the crankshaft out.....modellers are generally smart people so it will only go one way.

With a smile on my face you'll need all the parts later when you assemble the engine, so please put all the parts in a container. I know of a local member who lost some of the parts and had trouble trying to purchase replacements....no it wasn't me!

Now is the time to thoroughly clean both the exterior and interior of the engine...use kerosene, and an old toothbrush, and you'll be amazed how dirty your engine really was.

Next you will need a heat gun and a thick glove....yes the metal crankcase will get hot with the gun so being prepared at this early stage with a glove means that you won't drop the crankcase when you get burnt.

The secret to removing the rear bearing is to waft the heat gun gently around the crankcase in the vicinity of the rear bearing, and firmly tap the crankcase onto a block of wood....if the crankcase is hot enough the bearing will fall out. If you find the bearing is hard to remove then apply some more heat. The front bearing is removed by heating the front bearing housing and sometimes you will need a 'drift' made out of a wooden dowelling or similar.

If you are smart you can replace the front bearing immediately the old one has been removed- there is a trick here and you must ensure the front bearing is properly seated. Place the rear bearing onto the crankshaft, waft the heat gun around the rear bearing housing and then drop the item into the correct position- with the right heat you'll be able to get everything seated and check that by assembling the collet and prop driver in place and then attach a propeller and ensure the shaft is 'free turning'. If not then re seat the bearings.....you will get it right with practice.

Reassembly the engine, but where people go wrong is they forget which way round the piston and liner go. You'll be able to work out where the exhaust port should be, and the trick with the piston is that the big end will have a chamfer in the bush that faces the flywheel. Assemble with care and ensure that you have used all the parts.

Hope this helps.....any problems give me a call

## First Placings 2016 year

Open Rubber	Beresford, John
P.30 Rubber	Beresford, John
TOMBOY 36 R/C EVENT	Beresford, John
Quickie 500 Sport Pylon	Blacklaws, James
Nostalgia Glider Duration	Bonner, Bruce
Altitude Limited Electric Soaring 123 (class N)	Chisholm, Scott
TOMBOY 48 R/C EVENT	Dunstan, John
TOMBOY 36 and 48 R/C EVENT ALL IN	Dunstan, John
Altitude Limited Electric Soaring 123 RADIANT (class P)	France, Peter
Vintage RC 1/2A Texaco	Grant, Stu
Vintage R/C A Texaco	Grant, Stu
Vintage RC Open Texaco	Grant, Stu
Classical RC Electric Duration	Grant, Stu
Altitude Limited Electric Soaring 123 (class N)	Griffin, Dave
2,4,6,8,10, (class J)	Griffin, Dave
ALES 200 (class M) scoring per 3.13.7	Griffin, Dave
A/1 Glider (FAI Class F1H)	Gunner, Roy
Catapult Glider	Jackson, Dave
Aggregate (Class B)	Jackson, Dave
Hand Launched Glider	Jackson, Dave
Classic A/2 Glider	Jackson, Dave
A/2 Glider (FAI Class F1A)	Jackson, Dave
Indoor Hand Launched Glider	Jackson, Dave
Vintage FF Precision	Jackson, Dave
Vintage FF Catapult Glider	Jackson, Dave
Nostalgia/Vintage FF 1/2A Power & Miniature Replica	Jackson, Dave
Hanger Rat	Long, Bill
FAI Class F1L	Long, Bill
Open Tissue	Long, Bill
FAI Class F1D	Long, Kay
Altitude Limited Electric Soaring 123 RADIANT (class P)	McCurrie, Sean
A/1 Glider (FAI Class F1H)	Morse, Stewart
Kiwi Power	Morse, Stewart
Open Glider	Morse, Stewart
Catapult Glider	Rodway, Lynn
Open Power (Class A)	Rodway, Lynn
Vintage FF Rubber Duration	Rodway, Lynn
Vintage RC IC Duration	Rodway, Lynn
Nostalgia Power Duration	Rodway, Lynn
Vintage FF Power Duration	Rodway, Lynn
1/2 A Power	Rodway, Lynn
Coupe D'Hiver (FAI Rubber Class F1G)	Weatherall, Bruce

**2016 YEAR RESULTS****CHAMP OF CHAMPS**

Jackson, Dave	213
Rodway, Lynn	170
Morse, Stewart	121
Bill Long	81
Kay Long	69
Neville Robinson	47
Beresford, John	45
Grant, Stuart	43
Bruce Weatherall	41
Dave Griffin	32.5
Rachael Jackson JNR	30
Roy Gunner	26
Bruce Bonner	21
McCurrie, Sean	21
Peter France	19
King, Les	17
Ian Harvey	16
Scott Chisholm	12.5
Dunstan, John	12
Paul Chisholm	10
Ensoll, John	8
Blacklaws, James	7
Venter, Mark	7
Andrew Palmer	6
Henderson, Trevor	6
Chisholm, Hayden JNR	5
Gary Burrows	5
Glubb, Ashley	5

**PYLON CHAMP**

James Blacklaws	7
Henderson, Trevor	6
King, Les	5

**FREE FLIGHT CHAMP**

Dave Jackson	166
Lynn Rodway	115
Stewart Morse	89
Bill Long	81
Kay Long	69
Neville Robinson	47
John Beresford	36
Bruce Weatherall	28
Rachael Jackson JNR	25
Roy Gunner	21
Bruce Bonner	16
Stuart Grant	7
Andrew Palmer	6
Gary Burrows	5

**VINTAGE CHAMP**

Lynn Rodway	46
Dave Jackson	29
Grant, Stu	26
Stewart Morse	26
Bruce Weatherall	13
Bruce Bonner	5
Rachael Jackson JNR	5
Roy Gunner	5

**SOARING CHAMP**

Dave Griffin	32.5
Peter France	19
Ian Harvey	16
Sean McCurrie	13
Scott Chisholm	12.5
Les King	12
Paul Chisholm	10
Dave Jackson	5

**48" TOMBOY CHAMP**

Dunstan, John	12
Grant, Stu	10
Rodway, Lynn	9
Ensoll, John	8
Jackson, Dave	7
Morse, Stewart	6
Chisholm, Hayden JNR	5

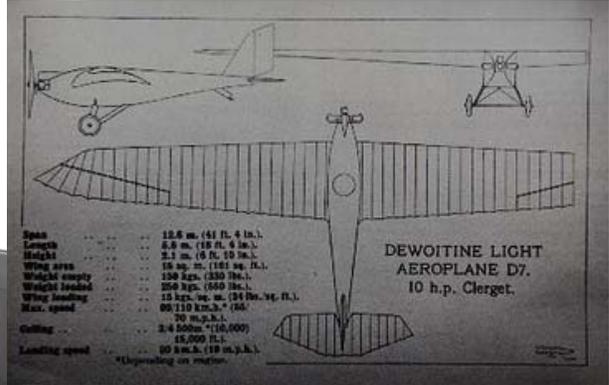
**36" TOMBOY CHAMP**

Beresford, John	9
McCurrie, Sean	8
Venter, Mark	7
Jackson, Dave	6
Glubb, Ashley	5

**THE CMAC TT SCALE CONTEST UPDATE.**

Its been awhile since I have had an update on progress, by myself and others, on how the models are progressing. My entries (yes 2, a electric 1931 1/2e Anzani Longster and a1/2a Texaco Cox .049 powered 1923 Dewoitine D7 ) are progressing slowly due landscaping (not decking!!!!) and trying to find all my stuff in the reclaimed workshop!!!

Bruce Bonner on the other hand is progressing famously with his entry (Sipa S10,S11,S12,!!) he has the wings and tail feathers covered with Litespan (Bruce did find it very



hard to put on!!!!!!)

I have yet to see how Nev Robinson is getting on with his “Woodys Pusher”

I also understand our new Vintage liaison officer Bruce Weatherall may have some thing in the pipe line

The actual contest will happen later this year (October!!!) when I and others are ready



**CMAC Club night.**

April 4th. Guest speaker will be our esteemed club recording officer, Gary Burrows who will inform us as to why we should be putting in competition flights and scores, how the competition scoring all adds up and why our long standing reputation as TOP CLUB is at risk.

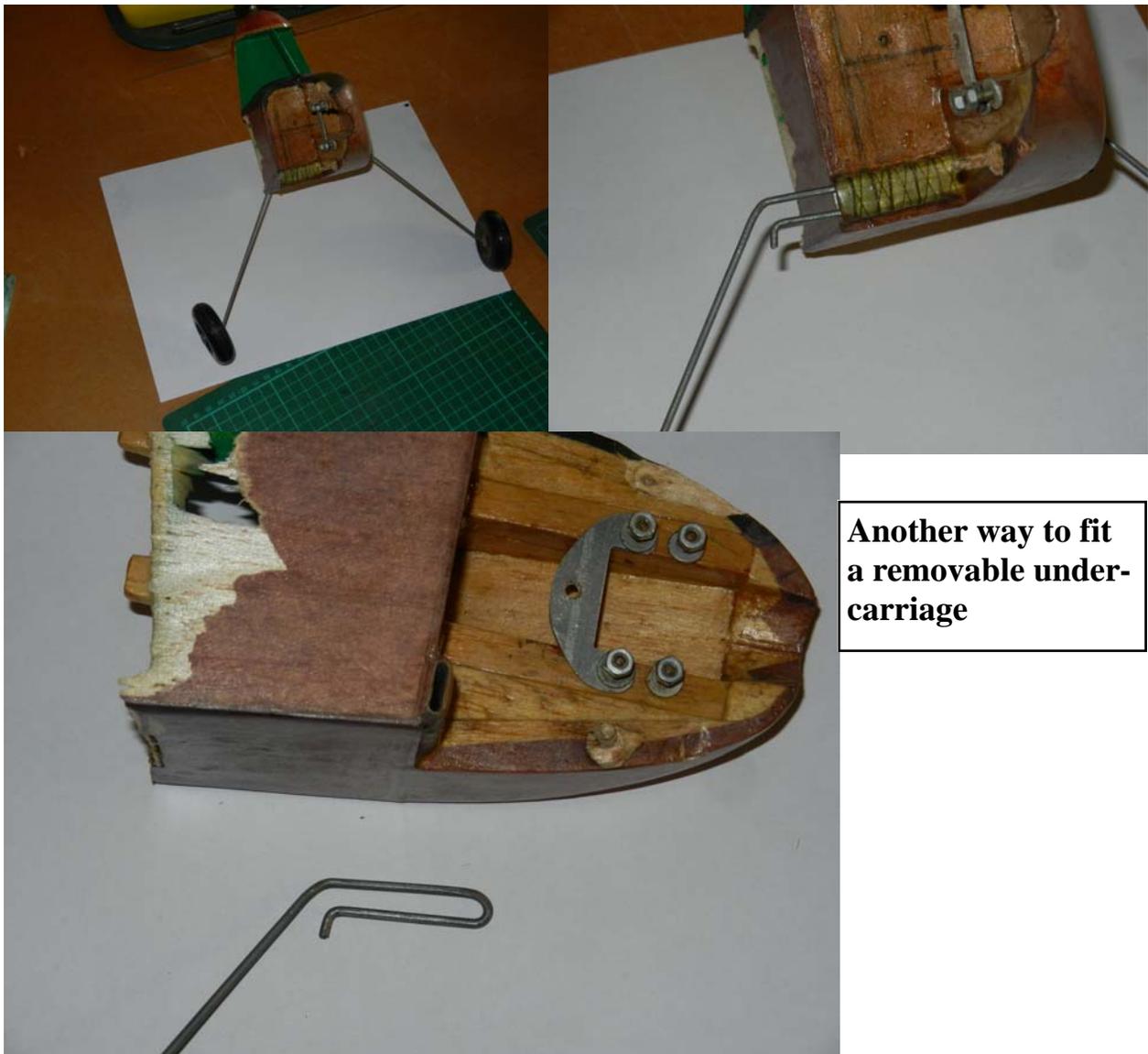
As usual, tea and biccies provided courtesy of Burrows himself and a reminder that your donation of a couple of gold coins go's towards the monthly \$45 venue fees.

**Club Website:** <http://www.cmac.net.nz/>

The website is getting a makeover in an effort to free up some space as well as updating all the pages. It will take a while as my time is severely limited but I will do my best.

If you have any interesting (front page) photos please send them to me with a brief description and I will post them up.

Mark



Weather Station Phone Number

021 02943562

Operating times Monday to Friday 0600—1300hrs and 1400—1700hrs

Saturday and Sunday 0600—1600hrs

**EDITORIAL MANURE. # 147, MANY MORE TO COME**

- It seems to me that as some modelers obtain more expensive R/C model aircraft toys they seem to be more intolerant of other modelers (particularly free flighters) as they occasionally come into the airspace which is occupied by the expensive models and potentially could cause a mid air. Free flight models by their very nature are light and go with the will of the air currents, this at times may cause them to enter the expensive airspace with the possibility of a mid air. Now in my long modeling career I have only witnessed ONE mid air and it was a long time ago and it was between TWO R/C models ( in those days there was no requirement for a observer to accompany the pilot) It would be a pity if we had to allocate specific flying times e.g. for each discipline (I'm talking FF and RC) like Sunday morning for Free Flight and Sunday afternoon for R/C or what ever permutation that meets the needs.
- We wouldn't like what is being proposed in Europe for models 250grams (8 ounces) AUV a flight envelope of about 300feet ( my interpretation of what I have seen and may be a bit off) from the pilot all being brought about by the proliferations of Drones which are being used for bad things (now I think drones are very good as they are used for mostly good but they are very expensive) These proposals are very controversial and are being subject to much debate but seems that we in NZ are reasonably ahead of the ball game as long as you are a member of the NZMAA and have a registered flying site with all the associated safety rules

OBSGGGG



Barrie Russell's Popsie  
The giant Popsie was very cool. Vic Smeed wouldn't have believed how big his little 36 inch creation could be. It looked and flew great in Precision.  
Thanks to Allan Knox for the photo taken at the NI Vintage champs Look at the grass!!!!

## NDC EVENTS FOR APRIL

April 2017	17	FF	1/2 A Power
April 2017	18	FF	Open Rubber
April 2017	19	FF	Open Power
April 2017	20	FF	Coupe d'Hiver
April 2017	21	FF	P30
April 2017	22	FF	A1 Glider
April 2017	23	FF	Kiwi Power
April 2017	24	FF	Open Glider
April 2017	25	FF	Catapult Launched Glider
April 2017	26	FF	Hand Launched Glider
April 2017	66	SOAR	Thermal J (2,4,6,8,10)
April 2017	67	SOAR	ALES Radian Class P
April 2017	68	SOAR	FAI F3F
April 2017	109	VINT	FF Nostalgia 1/2A/ Min Replica
April 2017	110	VINT	FF Classic Power Duration
April 2017	111	VINT	RC Vintage 1/2E Texaco
April 2017	112	VINT	RC Vintage A Texaco
April 2017	113	VINT	RC Vintage E Texaco

1-Apr-17	Saturday	Pylon		1300 -1600hrs	Willows
2-Apr-17	Sunday		NDC Events	0900 - 1200hrs	Willows
2-Apr-17	Sunday	Indoor	NDC Events	1300 -1500hrs	Templeton
4-Apr-17	Tuesday		club night	1930—2100hrs	Condell
8-Apr-17	Saturday	Soaring	NDC Events	0900 - 1200hrs	Willows
15-Apr-17	Saturday	Pylon		1300 -1600hrs	Willows
16-Apr-17	Sunday		NDC Events	0900 - 1200hrs	Willows
22-Apr-17	Saturday				
23-Apr-17	Sunday	Soaring	NDC Events	1300 - 1600hrs	Willows
29-Apr-17	Saturday				
30-Apr-17	Sunday		TOMBOY	0900 - 1200hrs	Willows
30-Apr-17	Sunday		NDC Events	0900 - 1200hrs	Willows
30-Apr-17	Sunday		BBQ Day	1130 - 1200hrs	Willows

## NDC EVENTS FOR MAY

May 2017	27	FF	Open Rubber
May 2017	28	FF	1/2 A Power
May 2017	29	FF	Kiwi Power
May 2017	30	FF	Open Glider
May 2017	31	FF	FAI F1L Indoor Rubber
May 2017	32	FF	Indoor Fuselage
May 2017	69	SOAR	Thermal D (F500)
May 2017	70	SOAR	Thermal B (10 min)
May 2017	114	VINT	FF Vintage Precision
May 2017	115	VINT	FF Vintage Power Duration
May 2017	116	VINT	FF Nostalgia Rubber Duration
May 2017	117	VINT	RC Vintage and Classical Scale Texaco
May 2017	118	VINT	RC Vintage Open Texaco

2-May-17	Tuesday		club night	1900—2100hrs	Condell ave
6-May-17	Saturday	Pylon		1300 -1600hrs	Willows
7-May-17	Sunday		NDC Events	0900 - 1200hrs	Willows
13-May-17	Saturday	Soaring	NDC Events	0900 - 1200hrs	Willows
14-May-17	Sunday	Indoor	NDC Events	1300 -1500hrs	Templeton
20-May-17	Saturday	Pylon		1300 -1600hrs	Willows
21-May-17	Sunday		NDC Events	0900 - 1200hrs	Willows
27-May-17	Saturday				
28-May-17	Sunday		BBQ Day + NDC Events	0900 - 1200hrs	Willows
28-May-17	Sunday		TOMBOY	0900 - 1200hrs	Willows
28-May-17	Sunday	Soaring	NDC Events	1300 - 1600hrs	Willows



Popsie's I have known

