

CHRISTCHURCH MODEL AERO CLUB EXECUTIVE 20012 / 13

President.	John Ensoll	375 Wairakei Rd, Russley. (granddad1@orcon.net.nz)	359 7471
Secretary.	Ian Harvey	55A Lochee 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)	384 0994
R/C Power.	Graham Moffat	gmoffat@xtra.co.nz	341 5455
R/C Glider.	Scott Chisholm	scott.chisholm@xtra.co.nz	344 3184
Free Flight.	Dave Jackson	2 St Pauls Place, Burwood. (dave.jackson@paradise.net.nz)	960 2290
Vintage	Gary Burrows	29A Sumnervale Drive, Sumner. (garyburrows@xtra.co.nz)	384 0994
Indoor.		Contact Bill Long for info	322 7202
Web Master	Mark Venter	30 Manor Place, Bryndwr (mventer@xtra.co.nz)	351 6193
Electric	Ashley Glubb	15 Buxton Terrace, St Martins, (ashleyglubb@xtra.co.nz)	332 0822
"Torque" Editor	Gary Burrows	29A Sumnervale Drive, Sumner. (garyburrows@xtra.co.nz)	384 0994

CHRISTCHURCH MODEL AERO CLUB (INC)

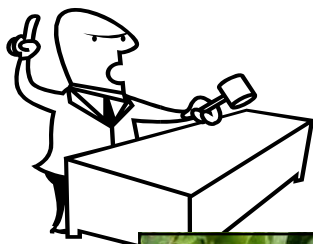
March 2013

Torque



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





THE PREZ SEZ GRANDDAD ENSOLL AND STILL A WINNER

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



“Airsail Champion of Champions” trophy winners

1949 Angus McDonald	1967 P Lagan	1985 R Lewis	2002 D Larsen
1950 Alf Leong	1968 P Lagan	1986 R Lewis	2003 D Ackery
1951 D R Kennedy	1969 P Lagan	1987 P Lagan	2004 B Scott
1952 P Carter	1970 P Lagan	1988 P Lagan	2005 P Lagan
1953 N Hewitson	1971 P Lagan	1989 P Lagan	2006 B Scott
1954 D R Kennedy	1972 P Lagan	1990 P Lagan	2007 B Gibson
1955 L Ackroyd	1973 P Lagan	1991 A Lawrence	2008 P Lagan
1956 L Ackroyd	1974 P Lagan	1992 J Poletti	2009 P Lagan
1957 N Hewitson	1975 P Lagan	1993 C King	2010 B Scott
1958 R Wong	1976 Ron Magill	1994 B Scott	2011 D Ackery
1959 J A Winn	1977 L A Chrystal	1995 D Ackery	2012 D Ackery
1960 J A Winn	1978 P Lagan	1996 D Griffin/D Ackery	2013 J Ensoll (granddad)
1961 J A Winn	1979 P Lagan	1997 D Ackery	
1962 A P Lever	1980 D Richardson	1998 P Lagan	
1963 N Hewitson	1981 D Richardson	1999 P Lagan	
1964 D R Kennedy	1982 D Richardson	2000 P Lagan	
1965 J Malkin	1983 D Richardson	2001 J Poletti	
1966 P Lagan	1984 R Peters		

PRESIDENT'S REPORT FOR 2012/2013

It is with pleasure that I present this report of the clubs activities for the last 12 months.

There have been several occasions of note through the year, the most noteworthy is that our esteemed Editor has stood down after many years of faithful service to the club. Month in and month out he has pressurised and cajoled the members to produce readable content for publishing. The Torque has been a delight to read with the added witticisms' and editorial comment.

Throughout the year there have been meetings chaired by Barry Lennox, NZMAA Boss, to set up various areas in Canterbury for the national champs in the South Island. The CMAC was involved with providing the soaring field and suitable mown areas for scale FF Apart from the first two days of the nationals, wind and rain, the weather was pretty good. A good entry from club members ensured that the Nats total entry for the south island was the best in years.

With the change in the NDC rules, we have introduced the monthly BBQ, which sadly has had to be abandoned due to fire risk I hope that we can reintroduce the BBQ from now on. The fire risk was very real, as it came within a road width of our field. At the time of writing we have had welcome rain and expect that our new Mower will be called to duty when the autumn growth starts.

Our old ride on power mower finally gave up the ghost with a con rod through the crankcase, so our rainy day funds were called into action and it was decided that a new mower was the best way to go. We have two fields to keep trimmed and if the fire danger comes again, keeping the grass down will be important for safety reasons.

It should be well known that for many years, the club has enjoyed the approved Danger Zone area centered close to the container and extending out to a radius of 1 K this area is truncated slightly by the low flying area in the Waimakariri river bed. The height we can fly to is 1500 feet above Mean sea level. Because of this approved area we have signed up two people from Trimble Navigation with their UAV Gatewing x100. This delta winged aircraft, approx 1metre in wing span can be pre programmed to fly a pattern within our danger zone and land itself on our strip. A demonstration is being organised for the members for the near future. Canterbury University is also signing on to allow student participation in their on going aeronautical experiences.

With earthquake damage in the Canterbury area and specifically at the Papanui Club, they have had to take back the use of the Manuka rooms for their own use. We may be able to get the use of these rooms some time in the future. In the mean time Mark has organised the Merivale/Papanui Cricket Club on Condell Ave for our monthly meetings .

Sadly during the year, we lost our old friend Bill Rouse. Bill was a life member from way back. He will be missed by all who knew him. A few months later we were to lose Arthur Kotoul a member from day one of the club. Sad days

During the year we were plagued by sheep and their droppings, however we have now gated the BBQ enclosure and now last years problem has turned into lovely green grass. I hope it remains that way. This is my final report for the year and I wish the club and the members a great new years flying.

JOHN ENSOLL (GRANDDAD)



Notice of Meeting

AGM

Christchurch Model Aero Club (Inc.)



Venue: Papanui / Merivale Cricket Club rooms, 205 Condell Avenue, Papanui

DATE: Tuesday 9th April at 7:30pm

PLUS: Annual prize giving

PLUS: Hopefully a guest speaker / presenter then Supper

NOTE: Please have remits, notices of motion and any pre-meeting nominations for office holders (esp. president) to the secretary (Ian Harvey - harveyi@plantwise.co.nz)

happy with the



AGM 9th April 13

TROPHIES

all trophy holders should ensure that the trophies are engraved, polished and returned to Gary Burrows or John Ensoll no later than 4th April

Minutes of 2012 Annual General Meeting of Christchurch Model Aero Club, held at Papanui Club, Sawyers Arms Road, 7.30pm, Tuesday April 3.

Present: 15 members

Apologies: Lynn Rodway, Peter Stott, Arthur Kotoul, Bill Long, Kay Long, Les King, Liz Henderson, Brian Coulter, Stu Grant, Kerry Oakley, John O'Hara, Bill Ferguson, Rob Condliffe.

Minutes of Previous AGM: Approved (Trevor Henderson/Grahame Hart)

Business arising: Club transfers – to be revisited by incoming committee.

Correspondence: Dave Wright, NZMAA – annual package including affiliated members list; 2012 membership stickers, affiliation/membership forms; change of address forms, 2012 calendar; NDC results forms; wings badge; general information mail out on above.

Auckland MAC : copies of four 1952 CMAC newsletters.

Barry Lennox, MFNZ president: Request to use CMAC flying field for 2013 Nationals (referred to general business).

President's report: Grahame said it had been a good year across all branches of club activity. He thanked committee members for their support during the year. Full report attached to minutes.

Treasurer's report: Trevor said it had been a good financial year, and the auditor was

accounts. Balance sheet showed income slightly down on last year, mainly because last year's accounts included grant to \$2000 from Community trust for flying site development. Total expenditure also down, so accounts show a surplus of \$1645.58. Approved (Bruce Weatherall/Gary Burrows). Full accounts attached to minutes.

As the year's income included \$235 from a donation by Bernie Hunt, the meeting agreed to a suggestion by John Dunstan that a letter of thanks be sent to Bernie.

Election of Officers:

President: John Ensoll

Secretary: Ian Harvey

Treasurer: Trevor Henderson

Recording Secretary: Gary Burrows

Bulletin Editor: Dave Jackson

Webmaster: Mark Venter

Liaison officers:-

Free Flight: Dave Jackson

R/C Soaring: Scott Chisholm

R/C Power: Graham Moffat

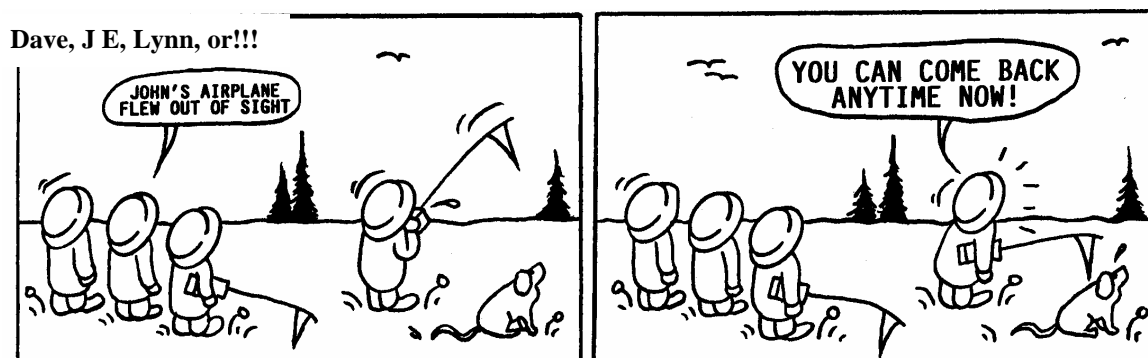
Vintage: Gary Burrows

Electric Power: Ashley Glubb and John Turner pointed out that electric power is now found in all branches of powered model flying rather than principally in electric soaring, for which the liaison officer position was originally established. They said a specialised position was therefore no longer appropriate. This was agreed to by the meeting. John and Ashley said they and other electric power specialists would be available as contacts for advice.

General Business: Incoming committee to send letter to MFNZ agreeing to request for the use of CMAC facilities for 2013 Nationals (Gary/Bruce). Ian Harvey said Committee could also look at sources of "seed funding" for extra facilities for nationals e.g. signage, equipment.

Some members raised the issue of sheep droppings fouling the R/C pits area and the suggestion was made of a fence around the area, but Trevor said there was no chance of the farmer agreeing to this. Other means of dealing with the problem will be investigated.

The meeting closed at 8.20pm, and was followed by prize-giving.



Minutes of CMAC committee meeting, Thursday 14th March 2013

Held at - 375 Wairaki Road Burnside

Present: John Ensoll, Gary Burrows, Ian Harvey, Trevor Henderson, Mark Venter, Graham Moffat.

Apologies: Scott Chisholm (notice of absence)

Minutes of last meeting: moved and carried (John/Gary)

Business arising: - The hour meter has been fitted to the HT lead of the new mower (but log book still be procured). Re: clean-up of the container, there was the suggestion that the magazines could go to the Barry Lennox museum. Secretary to write to Barry to see if this is possible. Some potential office holders have been identified and confirmation will be forthcoming at the AGM next month.

Correspondence in:- From Scott Chisholm requesting permission from club to purchase a new battery for the club winch. The secretary was requested to write to Scott to elicit more information on the use of the winch and who is responsible for its use.

A series of Emails between a prospective new corporate member and the secretary was tabled in which the some of the definitions of club membership were iterated together with field-use protocol.

Correspondence out: Nil

Treasurer's report: As at 3 March, cheque book balance at \$1,758.07 and saving account at \$2,488.40. John E paid \$37.50 for hr meter.

Section officers' reports:-

R/C glider: Many members are preparing to attend the NZ Soar champs at Lake Station at St Arnaud in Nelson Lakes region. The first ALES (altitude limiting electric soaring) contest was flown in February which was well attended and reported to be a most enjoyable event. F3K DSG (hand launch) contest to be held on 15 March. Entries are looking good from around the SI.

Free Flight/Vintage: Last event was the Vic Smeed Precision contest; results in the Torque. Rodway flew Vintage 020 miniature vintage replica to effect.

Electric: See other section reports

Vintage: FF vintage and Tomboy only flown during the month. There is beginning to be bias towards electric propulsion.

Pylon: Flying at the site held last Sunday. Have decided that contest can be held next Saturday with some precautions being taken with the high fire risk. All take-offs are from the sealed strip and landing after altitude engine cutting and gliding descent to cool the motors. A fire extinguisher will be placed half way down the runway for the unlikely event of a conflagration. This could occur in the highly unlikely event of a mid-air during racing. If rain not forthcoming within 6 weeks, then an immediate drive-in strip should be mown to the pylon strip.

R/C Power: More members are flying now that there is less wind in the weekends. Facilities are looking good, but strip has not begun any autumn growth in the big dry. The field owner has been feeding out hay and silage across the strip with uneaten detritus being caught in some aircraft props. Sheep also wander onto the strip to feed between flights.

Other business:

Non-publication of the Torque, as the voice-piece and communication tool of the club was voiced as a concern by the committee. An interim substitute editor was appointed leading up to the AGM next month to ensure that a publication is forthcoming before that date. Appropriate correspondence was to be drafted and sent to the applicable recipient.

As at the date of this meeting, no remits or nominations were forthcoming to the secretary. All such business is expected to be raised at the AGM in due course.

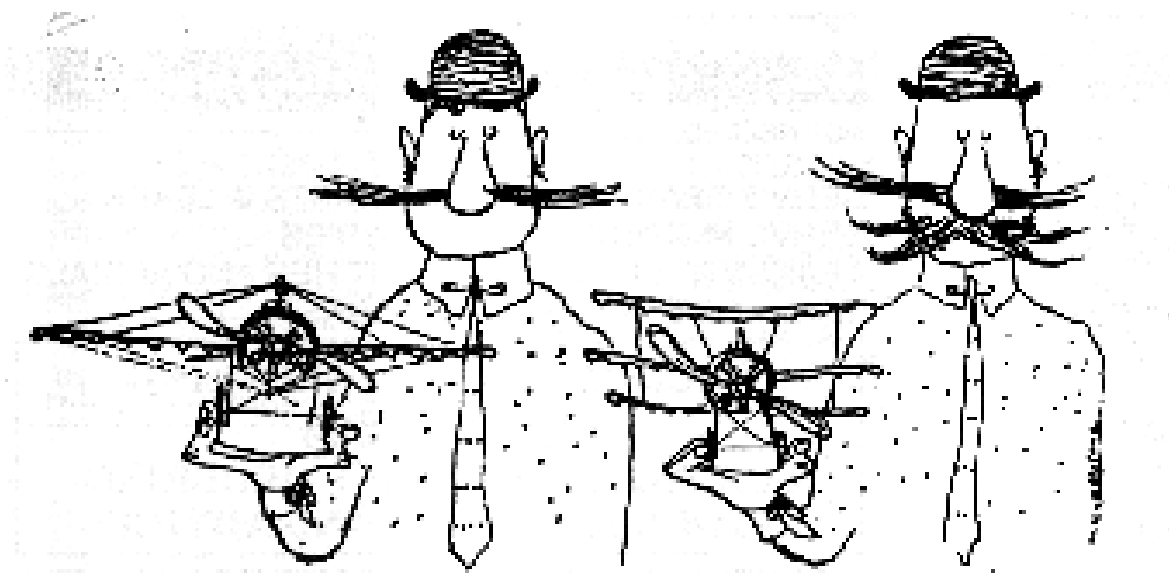
A new B&W Brother laser is to be purchase by Mark V. for his own use and printing of hard copies of the Torque when passed-on electronically at publication by the editor. CMAC will purchase toner and paper and post hard copy to the members who require such a copy.

A South Island Vintage event was mooted to be held at the club field, probably in June. This was suggested for the last weekend of that month which will include the rally day. It is envisaged that power at the field should be OK for Sunday morning as well. Although there are a few vintage events scheduled for that month, there should be sufficient interest to run a good rally.

An approach has been made by Trimble fliers to store some equipment in the container (launcher and power unit). Trimble has placed location markers in the flying field as accurate positioning aids and these should be ignored and left in place by members.

Meeting closed at 8:50pm with little time for members to catch all of Mrs Browns Boys (shame!!)

Next meeting – AGM on Tuesday 9 April 2013 at Papanui Cricket club grounds at 7:30 pm



VINTAGE SCALE MODELLERS

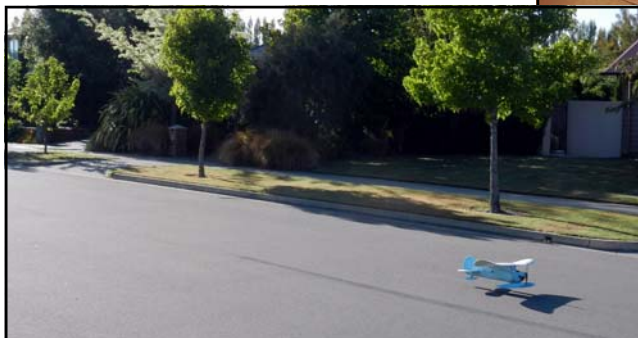
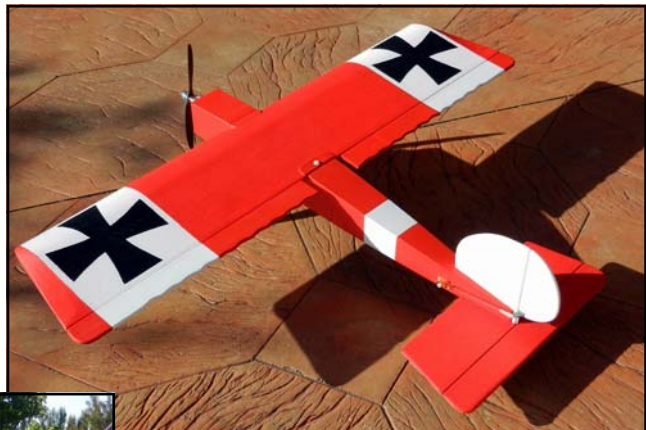
KIRWEE NATIONALS OBSERVATIONS DIDN'T WE DO WELL !!!

What can you say, it seemed like we acquitted ourselves extremely well, with being the **Nationals champion club**, Champion of Champions trophy awarded to our President **John Ensoll**, Champion Modeller awarded to **Dave Jackson**, **NDC 2012 Champion Club**, NDC Junior Champion Ms **Rachel Jackson**, Free Flight champion **Dave Jackson** and wins in Kiwi Power to **Bruce Weatherall**, FF Mini combined, Aggregate, Tip Launched Glider, Indoor Hand launched Glider, Classic FF classes (combined), to **Dave Jackson**, **Bill Long** in Hanger Rat, **Kay Long** in Indoor F1L, **Les King** in Kennedy Precision, **Mark Venter** in Vintage RC Precision and Vintage RC 1/2E Texaco, **Lynn Rodway** Nostalgia FF power Duration and Nos/Vint FF Min Replica, **Gary Burrows** Vintage FF Precision, **Stew Morse** FAI F4A Power FF scale, **Kerry Oakley** RC Basic Scale Aerobatics, RC Sportsman Aerobatics and RC Scale Sportsman Novice plus all the others who got other placings which led to our fabulous result as a club (for the full results check February 2013 Model Flying World magazine)

It was good to see that our club members supported the Nat's in such large numbers which doesn't seem to be the normal case in years gone by, GOOD ON YOU.

Remember you are better than you think you are, just put in all your flights and the rewards will come, practice in our club contests will set you in good stead.

Of interest is the number of old club members showing up in the results representing other clubs just shows that we, like the Crusaders, are a breeding ground for competition modelers, long may it continue. Go the Crusaders!!!!



Foam and electric plus tar sealed landing strip (don't try this at home unless you are fully insured!!!)

NATIONALS PHOTOS BY BGGG



Dave Jackson (Champion Modeller) preparing to fly in "Aggy" which he won

Below is Lynn Rodway and his 020 Min Replica of the Playboy (Winner in this event)



Bill Long waiting to show how it is done in Hanger Rat and a NZ record resulted.



Look comfortable don't they!!!
"The Young and the Restless"



BGGG in Nationals dress (hadn't changed, showered or had a shave for 5 days!!!)

CLUB NIGHT 3 MARCH Straight after the Nat's we had our first club meeting for the year in the new venue, the Merrivale Papanui Cricket club on Condell Ave. This is a great venue and we were pretty lucky to get it for our meetings. However there is a monthly fee for the use of it and this is paid for from both your supper donations and club sponsorship, so please do come along to our meetings and support our monthly efforts. The February meeting guest speaker was Dave Griffin with his long awaited presentation of the soaring champs held last year in South Africa. Dave's presentation was scheduled for late last year but our usual venue at the Working men's club had been closed down due to newly discovered earthquake damage so at long last he was able to give his talk in our new venue. I had been reliably told that it would be well worth the wait and I can assure you all it definitely was with great video and photo's. Those of you who missed it missed out big time.

The March meeting was a "stump the Brains" (or something to that effect) night and for those of us that made the meeting, we had a great fun night. Everyone had some thing of a interesting gadget they brought along and a number of them had us completely stumped as to what their purpose or use could possibly be. Points were given out with gay abandon and also taken away with Mr Burrows, who ably demonstrated a most intricate device to setup your models with the correct CG, incidence and anything else you might want, losing the most for sadly demonstrating all of this on a Tomboy, probably the one model that is guaranteed to fly straight off the building board anyway!

Young Ivan Campbell ended up with the highest score and also a copy of the first 50 years of Nationals. All in all another enjoyable evening. Our April club night will kick off with the AGM and prize giving finishing up with some really interesting short videos over supper.

Folks, please put your thinking caps on, I need some ideas for our meeting for this year and also some volunteers for things like covering demos, cutting & gluing balsa, stripping and cleaning & reassembling motors etc. Don't be shy, we will all love you for it and I will shout you a cuppa and a bikkie too!

CMAC X5J	
10 Minute flight	
Name	
	Total
Ashley Glubb	1798.5
Peter France	1785.7



Bruce Weatherall trying to work out what it is he is holding

Consciousness: That annoying time between naps

Beauty is in the eye of the beer holder

FREE FLIGHT REPORT 10 MARCH

Vic Smeed Precision the weather was good but needed a shift to the pylons due a slight South westerly drift which would have created problems with the plantation stop bank trees (didn't want a repeat of the last outing needing Bruce Bonners tree climbing skills)

Four turned up to fly, all but one on the old aged pension, the other a semi retired younger person who will be revealed later. We were missing some of our other stalwarts, shame.

The contest turned into a benefit for the oldest (don't mess with the oldies!!!) Granddad Ensoll and his Courtesan which had just the right flight pattern for this precision contest with a tight spiral climb followed by tight spiral glide so all he had to do was get the climb time right, he had a flight average of nearly 85 out of 90 a great effort.

In second place was the youngster (non pensioner) of the group Stew Morse flying his trade mark Tomboy with his first flight of 133 seconds needing to be adjusted to 47 in accordance with the rules, sad really as his other 2 flights were as good as granddads.

Third place, another pensioner, and not put off by the weather like he was last week for the Tomboy event!!! Lynn Rodway and his Tomboy just had a bad day with 2 well under flights and 1 well over.

Fourth and "Mr Perseverance" was Bruce (do you need your model retrieved from that tree) Bonner who started with his "Coquette" Bipe but had no joy with the motor so reverted to the "Austerich" and while the motor wasn't much better he managed 3 flights much to the applause of those present.

Constestant	Model	Flight 1	Flight 2	Flight 3	Total
John Ensoll	Courtesan	82	89	87	254
Stew Morse	Tomboy	47	86	89	219
Lynn Rodway	Tomboy	38	63	53	154
Bruce Bonner	Austerich	34	29	34	97

Other activity happening on the Free Flight field was Lynn Rodway putting NDC times for OT .020 Miniature Replica. As Lynn hadn't got his last fly-away (Slicker Mite) back he had to resort to his Playboy (1940) which went well if in need of some more trimming to achieve its full potential.

RESULT 89 67 51 =
207



BGGG was also observed test flying his naughty RC Tomboy with far greater success than on the official competition day, he left happier than last week (refer to Tomboy round 2 write up.)

DOWN AT THE POWER PATCH BY GRAHAM MOFFAT

We have had some good weather and it has reflected in the numbers coming out to fly on Sunday morning we have had some good turnouts. Grahame Hart has completed the rebuild of the Tiger moth and its had a couple of flights. Think Grahame's heart rate increased considerable on the first flight. Grahame has told me that after some fine tuning it will be ready for another flight soon.

I have been able to have 4 flights with the Tucano that Father Christmas gave me. Perhaps some experienced pilots can advise me do you still suffer from nerves and high heart rate with the first flights with a new model?

I am getting use to her and the only damage I have cause was in a heavy landing and I was able to straighten the landing gear. Still got a lot to learn.

The trainer is available for anyone who would like to try out RC flying. If you have a friend or relative who would like the experience please contact me and we can make the trainer available.

The strip is in good condition.

See you at the Strip

SILENT VIBE MARCH (SOARING TO YOU UNINITIATED)

Timaru kicked off our first F3k of the season with 10 pilots. Cool but nice weather greeting the pilots, so we were in for a good day.

It was great to see the crew from Dunedin and Greg from Waimate there for the event. DLG is showing good strength throughout the South Island once again.

It was pleasing to see nobody having any major issues and people really enjoyed the day's event.

Results Scott Chisholm 1st 9000pt, John Shaw 2nd 8987.27pt and Sharn Davies 3rd 8969.33.

We held our first ever ALES event also this month. ALES 200 was the event with pilots getting to 200m launch height or 30 second motor run time which ever came first. This event showed it's a great class for any type of electric glider. The "Radians" were holding their own against some flasher models. Great to see a few old faces come out for the event we had 7 pilots in total.

Electric soaring is something we on the soaring SIG have put a lot of time into over the past few months getting some classes together for the keen ones amongst us to get out the to fly. The aim is to make ALES as even as possible right across skill level and model performance. We want to see as many people take the challenge up and come out to fly with us.

Saturday 16th March we were at the Willows all set for the second f3k event for the year. Numbers were again down slightly with a couple of the regulars not being able to make the day for different reasons. That said, it is still great to see us able to attract 10 pilots.

We were again lucky on the weather this summer has sure turned on some great flying days for us(long may it last), with little wind from the south all day people were picking the light thermals as the past by nicely. It's really pleasing to see everyone's thermal reading and flying skills getting better comp by comp. As the afternoon went on, the lift began

to get more spread out with some good patches of sink coming through, people begun to hurt somewhat when they weren't able to make the flight times. Everyone had a bit of this through the day which made for a good competition. Young local ace Alex Hewson came away with the win followed by Sharn Davies from Timaru and Scott Chisholm Christchurch.

Coming up very soon is the soar champs, this year held at lake station St Arnold over the 12th, 13th and 14th April. Events flown will be Friday F3J, Saturday Premier duration/ALES 200 and Sunday F3k.

Dave Griffin is also planning a fun Radian comp each day lunch time. Friday and Saturday's events also double as the New Zealand f3j team trials of which I hear CMAC has three pilots trying for in Scott Chisholm, Dave Griffin and Sharn Davies. The best of luck to those three for team selection and to all other fliers. The venue is one of the best in the country so if you have some spare time then make the most of it and head up for some great days soaring.

Until the next event happy soaring to all.

Regards Scott Chisholm

NDC/Club Class: M ALES

200

Sunday 3rd March 2013

David Griffin	10:00	95		09:58	35		10:07	100		08:42	100			
		45	645		0	598		50	643		50	572	2458	
Scott Chisholm	10:05	95		09:59	95		05:13	85		05:22	65			
		45	640		45	644		35	348		15	344	1976	
John Atkinson	07:44	94		09:33	0		03:10	85		05:20	65			
		40	504		0	573		35	225		15	335	1637	
Peter France	04:48	0		09:58	100		10:01	100		0	0			
	Land out	0	0		50	648		50	649		0	0	1297	

FEBRUARY RALLY DAY RESULTS AND REPORT BY LYNN RODWAY

Nice day for flying today. Stew Morse, John Ensoll, Bruce Bonner and Lynn Rodway turned up. Bruce was test flying a couple of Stompers, one of which was going really well. Stew and John put in some times for open rubber with their Gollywoks, unfortunately a slight southerly curtailed their efforts to two flights each, Stews last flight landing in the trees over the stop bank. We managed to find it and get it down with the aid of Bruce's tree climbing ability and John's thermal pole. John's model was going well while Stews is on the right track and just needs a little more tweeking.

I managed to get three flights in with my new P30 (Rubicon Mark 5 by Dave Ackery) seems to be going OK.

P30

Lynn 77 97 120 = 294

Open Rubber

Lynn 77 97 180 = 354

Stew 83 106 = 189

John 73 101 = 174

THE NEED FOR COMPETITION

thru the eyes of Big T.

I was in discussion the other day and the subject of competition arose. Of course the usual benefits were voiced such as personal achievement, advancement of the hobby, personal development, learning skills, advancements in the sport, the pursuit of making our sport more acceptable to the public, meeting new friends, and operating at a higher level in the sport.....the list is endless.

I believe that all those things are true, but that main point that was stated was that aero modelling is character building.....and in the pylon activity this is very true. Our sport is very demanding, you do not succeed unless you have character. How many people do you know that crash an aircraft and give the hobby away because they are frustrated at the loss.....and yes there are those out there who will always condemn others for crashing a model but when the shoe is on the other foot he doesn't take it too well- that's life.

The better you are as an aero modeller the less it hurts.

Why? Because a real aero modeller realises that these things do happen and a crash is inevitable, it will happen sooner or later....he gets on with it and builds another....I suppose its no worse than tripping on a hurdle when you are in the lead of a championship race.

I should also mention that a true aero modeller is one that can build his own aircraft and if you really love the sport you will learn to build the models.....yes, I am fully aware of the benefits of ARF.....many of them fly very well, but never fly as well as those that you have built yourself...you understand them better and when a repair is needed then you are familiar with the construction.

I suggest that everyone should at least attempt to build his own model and a good start is to follow the techniques used by one of your friends- we have all learn from each other and the learning curve is challenging but 'once learnt never forgotten' is my view. Technological advancements do occur in the sport and if you are confident with your building then the challenge to follow will not be too great.

Building a model is time consuming but as you become more proficient then that time will become less and less. I enjoy flying my models because I know that they have been constructed properly from my many years of building experience, and yes, I have made mistakes in the past but never made the same mistake twice- not usually!

The aspect of character building is to always accept defeat- there will always be someone out there better than yourself and you must be aware of that.

We can all climb to a top rung in a ladder but sure as hell someone will always have a longer ladder and catch up is where you truly test your attitude, ability and the will or desire to reach higher levels of success.

So character building can be achieved by learning how to take defeat and to lose gracefully.



TOMBOY TALES FOR 2013 BY UNBIASED REPORTER BGGG

Round 2 as per adjusted rules (requested by one of the round 1 electric winners!!!)

A very disappointing turn out with only 4 fliers turning up and only 3 actually flew (but more on that later)

One presumes that the others stayed at home thinking that the southerly was in charge at between 10 and 12 knots according to the weather station at 8am. (I do know that our English cousins would have called us wimps as this is known to be normal at times over there!!!)

By the time flying started (9am) the wind had dropped to about 2 knots and was just great. First out of the blocks was Mr "Electric" himself with his under powered !!!!! 48 inch TB and just revelling in the 2 minute motor run allowance for electrics as it was nearly out of sight upwards and he had to push it down hard to stay inside the 2 to 4 minute qualifying flight time. Would you believe exactly 4 minutes on the dot, so John D nominated two 7 minute flight times for flights 2 and 3 to make up the 18 minute target (4+7+7=18) The 2nd flight was not up to his expectations with a paltry 5 min 24sec flight so no perfect score like round 1 was in the offing. So he was left sweating that the other 2 fliers (with their 36inch oily TB's) didn't upset the apple cart.

Second out of the blocks was Stew Morse with his very reliable 36 TB with a very creditable 3 seconds shy of the 4 minutes so he elected to follow the Maestro with 7 minutes for both rounds 2 and 3. His luck just went from bad to worse, round 2 got him 4 minutes 14 seconds and round 3 a mere 48 seconds. (Stew blamed it on the fuel which had some foreign matter in it — you got to filter it as you put it into the tank Stew!!!!) So placing 3rd behind Mark Venter who, while he didn't score well in the first round (2:19), made his task harder by over running his 7 minute nominated time by 4 seconds which cost him 40 points of the possible 420 for 380 which left him the very difficult task of having to achieve his last round task of 8 minute 41 seconds to no avail but 5 minutes 45 was enough to push Stew to 3rd.

What of the contest director BGGG who brought along 2 36 TB's on the oft chance of competing BUT no joy with his No 1 model as the engine just wouldn't run. And the number 2 model was over compressing in flight and stopping. So back to the workshop for a post-mortem and the major problem seems to be with the needle valves of which one has been tweaked to give a 3 minute bench run time, the other, which has a old broken crankshaft repair that needs to be sorted later.

BGGG is starting to think electric may be simpler!!!! He has the technology!!!! available.



BGGG looking the Irvine Mills in the eye and muttering!!!!

Tomboy Round 2	TARGET TOTAL 1080	3 March 2013
John Dunstan 48E	982	-98
Mark Venter 36D	864	-216
Stew Morse 36D	539	-541

Round 3 rules (14 April)

- Aggregate of Two Nominated flights
- Electric 2 minute max motor run time

All other rules apply!!!



“Oily” 36 TB returning being passed by “electrifying” 48 TB or me thinks young passing old or is that the bigger is for old eyesight!!!! But don’t mess with the oldies they are the best on the day!!!! (See free flight report for demonstration of this fact)



Round 1 Tomboy team Mark Venter Photo



Looks good here

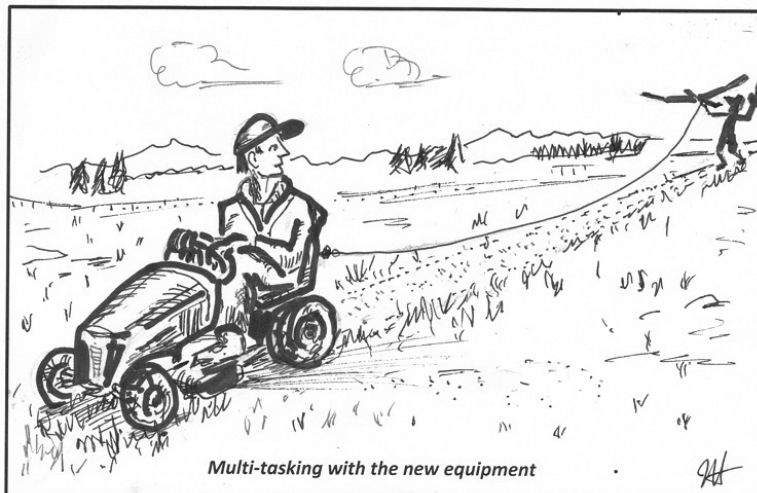
Not so good here. Some RAT changed the prop rotation while I wasn’t looking!! (trick photography by Mark Venter “the RAT”)

POOPY PUPPY POOPER SCOOPER REPORTS

- Why is it that the first on the list for honourable mention by myself is our honourable chairman JE (granddad to his friends) Maybe it is because they are watching him most closely now that he is the “Champion of Champions” modeller and they (the snitches) want to learn on how to do it!!! But no, I don’t think so, as the first snitch report in from an impeccable source reports that soon after arriving home from the nationals he was observed at his computer clearing his overload of emails, BUT what’s this, head down on the key board getting what we in the trade (oldies) call getting a few well earned ZZZZZZZ’s
- It seems that with the demise of noted SE 5A squadron leader Arthur Kotoul, his second in command John Dunstan, is finding the pressure of leadership not to his liking, or is it just that old age (after all he was flying the SE 5A in WW 1) is showing. His young “Aide d Comp”, Ashley Glubb, was defending his boss’s failure to correctly rig the aeroplane (i.e. failure to engage the battery) requiring a major de rig to correct the error, by pointing out that we too would be showing the signs of Alzheimer's if you were his age (say he was 19 in 1914 then he would be 118 and not the 65 he claims to be) It seem that the one and only flight of the day was noted with a extremely fast take off (supercharged engine he said) Yeah Right.



Moffats mower service in action for all (Ian Harvey’s spin on it)



As our RC power models are getting bigger and heavier the club has had to get a tow tractor.

It has been christened
“Graham’s Chariot”



Weather Station Phone Number

021 02943562

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

Saturday and Sunday 0700—1600hrs

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

EDITORIAL MANURE. # 103, MANY MORE TO COME

- Let's blame it on the weather and not the incompetence of those in high places for all our problems of the moment and make sure that we survive to fight / fly another day. May the force be with you. What the hell am I talking about?? Every thing that is holding me back from enjoying the things that I love to do i.e. aero modeling, living in my own home, using my own workshop to build model aero planes is still on hold with at least 12 months before we look like getting into a new house such is state of the play.
- Please support your fellow modeler, who like me, needs happy experiences out on the flying field away from all those who are trying to make our lives miserable .
- Nationals Kirwee Thanks to Barry Lennox (organizer extraordinaire) and his pole dancing wife, and all the supporting crew which made this nationals worth the experience of attending. Thanks to all.

BGGG

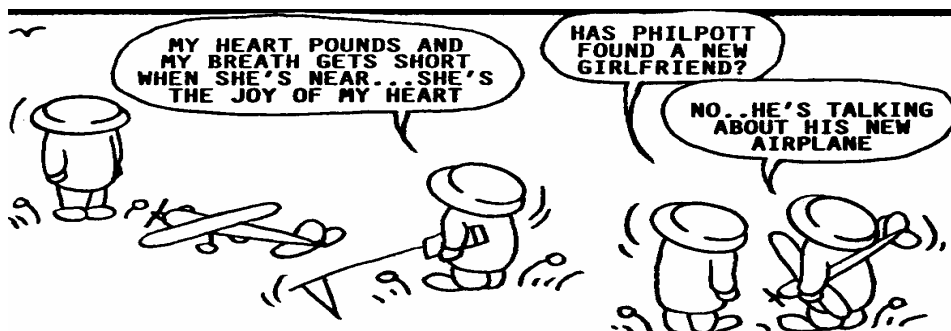
THE CLUB FLYING PROGRAMME

Do you like this way the programme is laid out with all the NDC events advertised on the first Sunday of the month with the ability to fly your chosen events on that day or any other Sunday in the month.

OR

Would you like to revert to having specific days of the month for the advertised event with the ability to fly cancelled events on the rally day.

I have heard rumblings, can you please let me know of your preferences via email to garyburrows@xtra.co.nz



06-Apr-13	Saturday AM 0900-1200hrs	SOARING	88	NDC	CLUB	Formula 500 (class D)	Willows
06-Apr-13	Saturday PM 1300-1600hrs	SOARING	87	NDC	CLUB	FAI (F3F) Timed 10 lap Slope	PMH
07-Apr-13	Sunday AM 0900-1200hrs	F/F	72	NDC	CLUB	A/1 Glider (FAI Class F1H)	Willows
07-Apr-13	Sunday AM 0900-1200hrs	F/F	73	NDC	CLUB	Cranfield Classic	Willows
07-Apr-13	Sunday AM 0900-1200hrs	F/F	76	NDC	CLUB	Kiwi Power	Willows
07-Apr-13	Sunday AM 0900-1200hrs	F/F	77	NDC	CLUB	Open Glider	Willows
07-Apr-13	Sunday AM 0900-1200hrs	F/F	79	NDC	CLUB	Aggregate (Class B)	Willows
07-Apr-13	Sunday AM 0900-1200hrs	F/F	80	NDC	CLUB	Catapault Glider	Willows
07-Apr-13	Sunday AM 0900-1200hrs	F/F	81	NDC	CLUB	Hand Launched Glider	Willows
07-Apr-13	Sunday AM 0900-1200hrs	F/F			CLUB	Tip Launched Glider	Willows
07-Apr-13	Sunday AM 0900-1200hrs	VINTAGE	90	NDC	CLUB	Nostalgia FF 1/2A Power & Miniature Replica	Willows
07-Apr-13	Sunday AM 0900-1200hrs	VINTAGE	91	NDC	CLUB	Classic F/F Power Duration	Willows
07-Apr-13	Sunday AM 0900-1200hrs	VINTAGE	92	NDC	CLUB	Vintage R/C 1/2A Texaco Scale	Willows
07-Apr-13	Sunday AM 0900-1200hrs	VINTAGE	93	NDC	CLUB	Vintage R/C 1/2 E Texaco	Willows
07-Apr-13	Sunday AM 0900-1200hrs	VINTAGE	94	NDC	CLUB	Vintage R/C A Texaco	Willows
07-Apr-13	Sunday AM 0900-1200hrs	VINTAGE	95	NDC	CLUB	Vintage R/C Classical Precision	
09-Apr-13	Tuesday PM 1930-2100hrs	AGM				ANNUAL GENERAL MEETING	
13-Apr-13	Saturday AM 0900-1200hrs	SOARING	89	NDC	CLUB	10 minute Duration (class B)	Willows
13-Apr-13	Saturday PM 1300-1600hrs					SPARE	Willows
14-Apr-13	Sunday AM 0900-1200hrs			NDC	CLUB	FF and Vintage NDC events for APRIL per 7 April list	Willows
14-Apr-13	Sunday AM 0900-1200hrs	R/C POWER			CLUB	TOMBOY 36 and 48 R/C	Willows
14-Apr-13	Sunday PM 1300-1600hrs					SPARE	Willows
14-Apr-13	Sunday PM 1300-1500hrs	INDOOR	74	NDC	CLUB	FAI Class F1L	Templeto
14-Apr-13	Sunday PM 1300-1500hrs	INDOOR	75	NDC	CLUB	Indoor Hand Launched Glider	Templeto
14-Apr-13	Sunday PM 1300-1500hrs	INDOOR	78	NDC	CLUB	Open Tissue	Templeto
14-Apr-13	Saturday PM 1300-1600hrs	SOARING	69	NDC	CLUB	FAI (F3F) Timed 10 lap Slope	PMH
20-Apr-13	Saturday AM 0900-1200hrs					SPARE	Willows
20-Apr-13	Saturday PM 1300-1600hrs					SPARE	Willows
21-Apr-13	Sunday AM 0900-1200hrs			NDC	CLUB	FF and Vintage NDC events for APRIL per 7 April list	Willows
21-Apr-13	Sunday PM 1300-1600hrs					SPARE	Willows
27-Apr-13	Saturday AM 0900-1200hrs					SPARE	Willows
27-Apr-13	Saturday PM 1300-1600hrs	PYLON	82	NDC	CLUB	Quickie 500 Sport Pylon	Willows
27-Apr-13	Saturday PM 1300-1600hrs	PYLON	83	NDC	CLUB	Quickie 500 Expert Pylon	Willows
27-Apr-13	Saturday PM 1300-1600hrs	PYLON	84	NDC	CLUB	FAI Pylon (F3D)	Willows
27-Apr-13	Saturday PM 1300-1600hrs	PYLON	85	NDC	CLUB	Intermediate Pylon	Willows
27-Apr-13	Saturday PM 1300-1600hrs	PYLON	86	NDC	CLUB	Sportsman Pylon	Willows
28-Apr-13	Sunday AM 0900-1200hrs			NDC	CLUB	Club Rally day and NDC final day for month	Willows
28-Apr-13	Sunday AM 0900-1200hrs	ELECTRIC			CLUB	Club Electric X5J Extreme	Willows
28-Apr-13	Sunday PM 1300-1600hrs					SPARE	Willows

04-May-13	Saturday AM 0900-1200hrs	SOARING	104	NDC	CLUB	FAI (F3K) Discus Launch Glider Tasks b,d,g,h.only (Total raw scores)	Willows
04-May-13	Saturday PM 1300-1600hrs					SPARE	Willows
05-May-13	Sunday AM 0900-1200hrs	F/F	97	NDC	CLUB	Wakefield (FAI Rubber Class	Willows
05-May-13	Sunday AM 0900-1200hrs	F/F	99	NDC	CLUB	Open Rubber	Willows
05-May-13	Sunday AM 0900-1200hrs	F/F	100	NDC	CLUB	FAI Power F1C (Class D)	Willows
05-May-13	Sunday AM 0900-1200hrs	F/F	101	NDC	CLUB	Open Power (Class A)	Willows
05-May-13	Sunday AM 0900-1200hrs	F/F	102	NDC	CLUB	Classic A/2 Glider	Willows
05-May-13	Sunday AM 0900-1200hrs	F/F	103	NDC	CLUB	A/2 Glider (FAI Class F1A)	Willows
05-May-13	Sunday AM 0900-1200hrs	VINTAGE	105	NDC	CLUB	Old Time FF Rubber Duration	Willows
05-May-13	Sunday AM 0900-1200hrs	VINTAGE	106	NDC	CLUB	Nostalgia FF Rubber Duration	Willows
05-May-13	Sunday AM 0900-1200hrs	VINTAGE	107	NDC	CLUB	Vintage R/C Open Texaco	Willows
05-May-13	Sunday AM 0900-1200hrs	VINTAGE	108	NDC	CLUB	Classical R/C E Texaco	Willows
05-May-13	Sunday AM 0900-1200hrs	VINTAGE	109	NDC	CLUB	Classical R/C IC Duration	Willows
05-May-13	Sunday AM 0900-1200hrs	VINTAGE	110	NDC	CLUB	Classical R/C Electric Duration	Willows
07-May-13	Tuesday PM 1930-2100hrs					CLUB NIGHT	
12-May-13	Sunday AM 0900-1200hrs			NDC	CLUB	FF and Vintage NDC events for MAY per 5 May list	Willows
12-May-13	Sunday PM 1300-1600hrs					SPARE	Willows
12-May-13	Sunday PM 1300-1500hrs	INDOOR	96	NDC	CLUB	FAI Class F1D	Templet
12-May-13	Sunday PM 1300-1500hrs	INDOOR	98	NDC	CLUB	Experimental	Templet
18-May-13	Saturday AM 0900-1200hrs					SPARE	Willows
18-May-13	Saturday PM 1300-1600hrs					SPARE	Willows
19-May-13	Sunday AM 0900-1200hrs			NDC	CLUB	FF and Vintage NDC events for MAY per 5 May list	Willows
19-May-13	Sunday AM 0900-1200hrs	R/C			CLUB	TOMBOY 36 and 48 R/C EVENT	Willows
19-May-13	Sunday PM 1300-1600hrs					SPARE	Willows
25-May-13	Saturday AM 0900-1200hrs					SPARE	Willows
25-May-13	Saturday PM 1300-1600hrs	PYLON			CLUB	Pylon Race Day	Willows
26-May-13	Sunday AM 0900-1200hrs			NDC	CLUB	Club Rally day and NDC final day for month	Willows
26-May-13	Sunday AM 0900-1200hrs	ELECTRIC			CLUB	Club Electric X5J Extreme	Willows

My husband and I divorced over religious differences.
He thought he was God and I didn't.