

CHRISTCHURCH MODEL AERO CLUB EXECUTIVE 2013 / 14



President.	Grahame Hart	6B Middlepark Road. Upper Riccarton. (grahamehart1@clear.net.nz)	021 726367
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.	Alex Hewson	me3d_lx@hotmail.com	027 341 3154
Free Flight.	Dave Jackson	2 St Pauls Place, Burwood. (dave.jackson@paradise.net.nz)	960 2290
Vintage	Mark Venter	30 Manor Place, Bryndwr (mventer@xtra.co.nz)	351 6193
Indoor./ control line		Contact Bill Long for info	322 7202
Web Master	Mark Venter	30 Manor Place, Bryndwr (mventer@xtra.co.nz)	351 6193
"Torque" Editor	Gary Burrows	29A Sumnervale Drive, Sumner. (garyburrows@xtra.co.nz)	384 0994

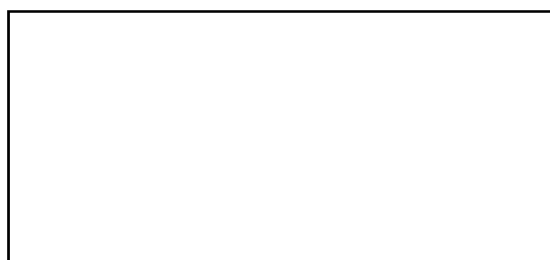
CHRISTCHURCH MODEL AERO CLUB (INC)

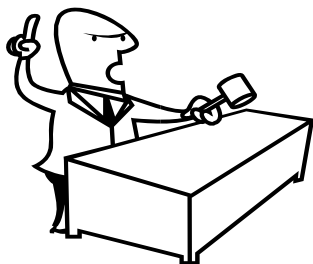
July 2013

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

Flying days over the last month have not been numerous with rain or wind keeping most of us away from the field, however when possible competitions and sport flying has carried on. It is good to see that the CMAC facilities are being put to good use with the South island F3K Gliding being held on the gliding field, Pylon racing and practice, Tomboy competition and sport flying all ensuring the fields are kept busy on a good day.

It appears the electric flying is becoming more and more popular as advancements in electric equipment continues to improve, the majority of models on the power strip are now electric with many pilots converting glow motors to electric power, even Tomboy fliers are building and competing with electric models, whereas a few years ago this would have been unheard of.

With the popularity of electric models the Committee is looking at introducing a fun fly Pylon or sport flying competition, these models (Rare Bears etc) can be purchased from Hobby King at a very reasonable price. This would be purely a fun competition that anyone can be involved in and can be seen as a way of involving all our members.

Happy Flying:

Grahame Hart

**This is what a Tiggy should look like Grahame.
A John Ensoll Peanut masterpiece.**



CLUB NIGHT 2 JULY BY PRESS GANGED BGGG (NTVS)

Yep I have been told to report on the successful meeting we had, as the organizer didn't want to blow his own trumpet!!!!

A very shy and retiring MV carried on with his demonstration of covering with laminating film with tissue over the top. I have to be fair, the procedure was very good and I'm waiting for the verdict on weight difference compared with the conventional doped tissue, or any of the other commercial methods out there.

Mark, being a very frugal person, used lightweight Modelspan tissue to cover over the film on the demonstration Tomboy tail plane.

You can use other tissue (florists) but it has to be handled in a certain way to stop it from falling apart when you put water on it.

Step 1 Cut the tissue oversize by about 15mm then lay it on the film covered surface you are going to cover.

NOTE Step2 can be eliminated if your cheap tissue is smooth and no wrinkles.

Step 2 Holding one end, place of the tissue covered surface under the gently flowing water tap so that the water drains from one end to the other, this has the effect of gently straightening the tissue out while attaching it to the film. With water strength tissue like Modelspan just a light water spray and lay over the film and gently straighten out.

Step 3 Allow to nearly dry, then using a 50/50 mixture of Cabbots Crystal Clear (water based polyurethane) and water, start carefully brushing the mixture over the tissue. This has the effect attaching the tissue to the film. (Paul Lagan told Mark about this procedure at the last Tomboy event that Paul attended)

Step 4 While this first coating is drying and the tissue is still able to be VERY, VERY carefully manipulated, trim the edges using your fingers to pull the tissue apart (feathering)

Step 5 Allow to dry (you will find that the tissue has tightened) but may have a slight roughness. This can be lightly sanded using 1000/1200 grit sandpaper before coating again with the second and final coat.

The benefits of this method is

- 1/ cheapness,
- 2/ doesn't stink the house out like dope,
- 3/ Cabbots Crystal Clear is fuel proof ,
- 4/ No warping

Number 2 Demonstrator was Granddad Ensoll with his dissertation on silk covering and to show just how they used to do it back WHEN he brought along his 5 year old silk covered Lancer which looked like it had just been finished, even though it has been flown many times in competition.

John has given me a write up on covering with silk which appears elsewhere in the Torque. The main thing that John emphasized in covering with silk is that the structure must be very strong as there are about 8 coats of tautening dope used, so any structure found wanting, will be pulled out of shape, no exceptions!!!! Remember to apply dope in a well ventilated area and appropriate temperature otherwise blushing will occur.

August Meeting will be Alex Hewson on setting up models preflight and flight trimming etc.

I will be bringing along some iron-on-film for those who wanted to purchase some. (Still only \$1/m) Mark

SILK COVERING A VINTAGE MODEL BY JOHN ENSOLL

A silk covered model is a joy to behold and is stronger than doped tissue or that dreadful plastic shrink material that our American cousins seem to prefer using. I hope I am not upsetting any-one, but I really believe that that it's only good use is making a plastic bag to take the bits home in.

The first consideration is that the model's structure should be adequate to support the shrinkage that is going to occur. For instance, if the ribs are light then they should be capped. Quarter grain should be used in the appropriate places, i.e. ribs and trailing edges, not in spar structures or curved sheeting.

Now, assuming that the bare bones of the structure of the model is in front of you the next thing to do is to dope the entire structure, inside and out using thinned dope, better than 50 / 50 is good for the first coat. The dope I use is a bit like treacle and requires a 50 / 50 thinning for most uses. My supplier is United paints, a Christchurch company.

The structure where the covering is going to make contact will need at least four coats of dope with a light rub-down with 400 grit paper before the last coat.

The silk I use comes from "Fabric Vision" a fabric supplier, again in Christchurch.

A 72 inch model will require two meters of silk and it comes in white only.

I can't say that the dye that I use is the best as I have not tried any other, but "Dylon" dyes come in a small round aluminum container and can be bought from most chemists or craft shops.

The type to get is the hot water dye and if you follow the instructions you won't have any trouble, *don't forget the common salt in the recipe.*

When the dyeing process is complete you must iron the silk dry and wrinkle free. Probably best left to the fairer sex but on most occasions I do it my self!!!!!!

Now is the time to do a little planning on how you are going to divide the silk up to cover your pride and joy.

The long dimension of the silk should go the length of the wing

. Make a small cut with scissors, and then tear off a length of silk to cover from root to tip.

This is the further divided to do the four panels of the wing.

Spray the silk with a fine water spray and lay it over the wing under side removing the wrinkles.

Attach the silk at the root end with dope and when sure that it is well anchored and the silk is still wet, pull at the tip to get the weave straight. Dope at the tip to get a good anchor. If you have a sheeted LE then apply dope to the whole area and rub in using the fingers. If the silk starts to dry out then re-spray with the water.

Now is the time to attach the silk to the under camber and the trailing edge, brush the dope to each rib and rub gently with the fingers followed by the TE, all the time pulling gently to remove any wrinkles.

Now make sure that the silk is well wrapped around the LE and the TE. More dope and plenty of finger.

When the dope is dry, take up a sanding block with some fresh 400 grit attached and gently sand to cut the excess silk off. This action feathers off the silk edge ready for the top covering to be overlapped and cut the same way.

Assuming that the model is now covered completely and the silk is wrinkle free and dry you can now start doping. Avoid using over thinned dope as it may unglue some of the attachment work you have done. Brush quickly, and by the time you have the first coat completed where you started will now be ready to dope again. (Just like painting the Sydney Harbor bridge BGGG)

Should you be unsure of how well the silk is attached, then spray with the water to keep the

tension low, dope through the water. It will look awful when it dries and be probably back to wrinkles. Subsequent coats of dope can now be brushed on freely.

Never fear, have faith, it will come up tight eventually, but it will take 8 to 10 coats of near full strength dope.

The dope I use is Nitrate dope which will require a fuel proofer. I have used butyrate non tightening dope sprayed on, one good coat will be enough to ensure protection from fuel.

Silk prices are about 20 dollars a meter while the dope is priced at \$20 a litre as well.

Commercial thinners are approximately \$15 for 4 litres, all from United paints in Empire road Christchurch. (CHCH side of the old Waimak bridge)

Have fun and may you be pleased with the outcome of your endeavors.



PHOTOS TAKEN ON A GLORIOUS DAY 21 JULY



**Bruce Weartherall and
"Request"(1942) competing in
NDC Vintage F/F Precision**



**BGGG Tomboy in expectant
mood at sunrise, pity the booze
bottle didn't have enough
oomph to achieve flight.**



And the winner is Mark Venter



**John Beresford's Vic Smeed Poppet
Dihedral seems a bit light John**

EPOXY AND OTHER RESINS, AS UNDERSTOOD BY BIG T

What is epoxy?

A mixture of both hardener(polyamine) and resin(epoxide) that when mixed together causes a chemical action that results in the solidification of the mixed components....some use it for glue and others would use it as a casting, or coating material. The coating material is used for finishing timber floors, fibreglass work, etc and is commonly known as a 'laminating resin'.

Most older modellers are familiar with 24 hour ARALDITE and the 5 minute epoxy that became available in the early 60's. Both had their purpose and many still use the products but as we all know the 'superglues' have taken over because of their instant set and convenience of use....and no real smell.

Epoxy resin is known for its incredible toughness and bonding strength, with good quality resins sticking to other materials with potentially a contact/ adhesion strength of 2,000 psi. In areas where some sort of flex is anticipated then the epoxy is used in conjunction with either fibreglass cloth, or carbon fibre in either a cloth or roving form. This combination will give the finished product some flexibility and resistant to micro-fracturing and in the aero modelling situation add additional strength to high stressed areas, e.g. cowlings, undercarriage mounts, and fuselage strengthening.

Epoxy will bond to dissimilar or already cured materials which makes repair work both reliable and very strong...it actually bonds to all sorts of fibres and offers excellent results when bonding two different materials, e.g. wood/metal.

Where do I use epoxy?

In my team race days I would cover a complete model with lightweight fibreglass cloth and use epoxy resin to attach it to the raw balsawood...epoxy is not light and application is this case is to squeegee the epoxy through the glass cloth and use a minimum amount of the epoxy for the adhesion. If you can see the epoxy then you have put too much on....., you don't want weight but adhesion!

With care you can get a very good finish with the epoxy that requires very little sanding; and of course epoxy is fuel proof.

What epoxy resin do I use?

I use both WEST and ARALDITE resins, each has their appropriate use and I obtain them both from NUPLEX INDUSTRIES in Sydenham- if you go there ask for Jimmy as he is a wealth of information.

No, the ARALDITE is not the normal slow set that you can purchase from the local hardware store, but a high strength epoxy known as K36 with a 2:1 mix and has a drying/ cure time of 24 hours. A very good 'clear' epoxy that wets the fibreglass exceptionally well and is my preferred epoxy when I choose to have a 'clear' finish.

The WEST resin is a very clever product in that you purchase one resin, known as Z105 and has a variety of hardeners for different purposes.....the common hardeners are:

Z206 slow hardener for hot temperatures

Z205 fast hardener for cold days

Z207 special coating hardener- ideal for gloss finish.

Lets talk about Laminating resins.

A laminating resin is generally very watery when mixed and has a great ability to penetrate, and is used for strengthening purposes in conjunction with other reinforcing materials. Those

of you who understand vacuum bagging may not be aware that the ideal resin is a laminating resin.

Dye or a paste can be added to the epoxy to give a good variety of colours.

Generally the mix ratio is 4:1, 3:1, 2:1

Lets talk about 'casting resin'

A casting resin is an epoxy that is used for encapsulating items such as souvenirs, display items and used by some museums for protecting bugs, and small insects, etc. and is not used with any other product. It doesn't need to be reinforced- but there is a high expectation for a high gloss finish and see- through product.

And the mixing is similar to the above.

What are other reinforcing resins available to the aero modeller?

Polyester resin is the cheapest resin available and is known commonly as panel beaters bog- you know the stuff as it has a very distinct smell generally of MEK, better known as methyl ethyl ketone. An interesting product contains an ester function that undergoes reaction with an acid to form condensation the condensation product known as polyester resin.

It has the highest water absorption, highest shrinkage, and is best used where weight won't be a problem.....for aero modellers it is a heavy product. It also fractures easily and is not tough. By my experience polyester resins are prone to delamination. The adhesion strength a lot less than the epoxy with an adhesion strength of approximately 100 psi.

Mixing ratio is generally about 100:1.....if you read the instructions you will find the hardener mix is generally referred to as the number of drops/ grams of resin.

Vinylester resin is stronger than polyester and cheaper than epoxy and is a hybrid form of polyester which has been toughened with epoxy molecules within the main molecular structure. Vinylester resins offer better resistance to moisture absorption than polyester resins but its downside is that it is sensitive to atmospheric conditions- moisture and temperature. Sometimes it won't cure if the atmospheric conditions are not right. It has difficulty in bonding dissimilar and already cured products.

As I understand the mix ratio is very similar to polyester resin.

The use of liquid styrene is for me another downside of the product.

INDOOR MEETING 14TH JULY EVENT F.1.L. BY BIG SOFTIE BILL LONG

What rotten weather, while getting ready to leave I put a three bar heater in the car to use at the hall. This brought back memories of Dad using a valour kerosene heater which he wedged between the front and back seat of the forty six Chev back in the fifties to keep warm on frosty mornings' out at the Free flight field. Three of us showed up and flying was surprisingly enjoyable with our models flying well. Kay took out the day with the best times although I think it was more to do with the lube she was using. I had made up new motors using another lube as I had run out of the original lube but after the event was over I used one of her motors to put in a time of eleven minutes forty seconds. It is quite obvious to me that not all silicon paste lubes are equal.

Results. Kay. 11 min 16 sec. - 10 min 18 sec. Total. 21 min 30 sec.

Bill. 9 min 21 sec. - 9 min 49 sec. Total. 19 min 10 sec.

Nev. 4 min 27 sec. - 3 min 44 sec. Total. 8 min 11 sec.

Next meeting is the 11th August. Event to be flown Open Tissue.

NOTICE OF INTENDING SALE OF MODELING GOODS BY PAUL LAGAN

Paul is on his way to the free flight world champs to fly in Wakefield and has decided down size his immense quantity of very high quality aero modeling stocks when he comes back.

To quote his email

“ The main reason for this email is that I have, at last, decided to have a huge clearance of my modeling "stuff". I have acquired a medium size furniture trailer and intend to fill that up with models, magazines, balsa, parts, engines, kit sets, radio gear, electrics etc and take it all down to the Lake Forsyth Float and Field Fly-In 31 Aug/1 Sep. I should be there both days Saturday and Sunday from about 11am . I have dozens of all types of models and bits and prices will be VERY realistic (cheap !). I obviously can't take EFTPOS so any interested parties should bring cash or cheque books. This is just not only FF or CL –but I have a great deal of RC stuff of all types.”

COME ONE COME ALL

“HOPE YOU DO WELL AT THE WORLDS PAUL”

FREE FLIGHT REPORT SUNDAY 21ST JULY

Vic Smeed Precision

3 flyers should have been 4 but one seemed shy, what's your problem John Beresford???

Just get into it!!!! Read the old adage at the bottom of the Tomboy report.

Winner on the day was Bruce Weatherall flying his pensionable :Cherub” but I suppose if it doesn't catch fire and it still beats the opposition why change a good thing.

Second place went to Mark Venter using his electric Tomboy to good effect and got to within 2 points of Bruce.

Third was Lynn Rodway flying his Ballerina so 2 thirds on the day was good.

NDC/ Club Vintage Precision had only 1 entry (John Ensoll electing to put in his NDC times at the rally day at the end of the month)

Bruce Weatherall was flying his 1942 Request which wasn't going so well, but managed the 3 flights.

RESULTS

Vic Smeed Precision

Bruce Weatherall	88, 50, 79.	217
Mark Venter	57, 82, 76.	215
Lynn Rodway	40, 54, 63.	157

Club Vintage Precision

Bruce Weatherall	1942 Request	42+8 = 50,	31+8 = 39,	40+8 = 48	137
------------------	--------------	------------	------------	-----------	-----

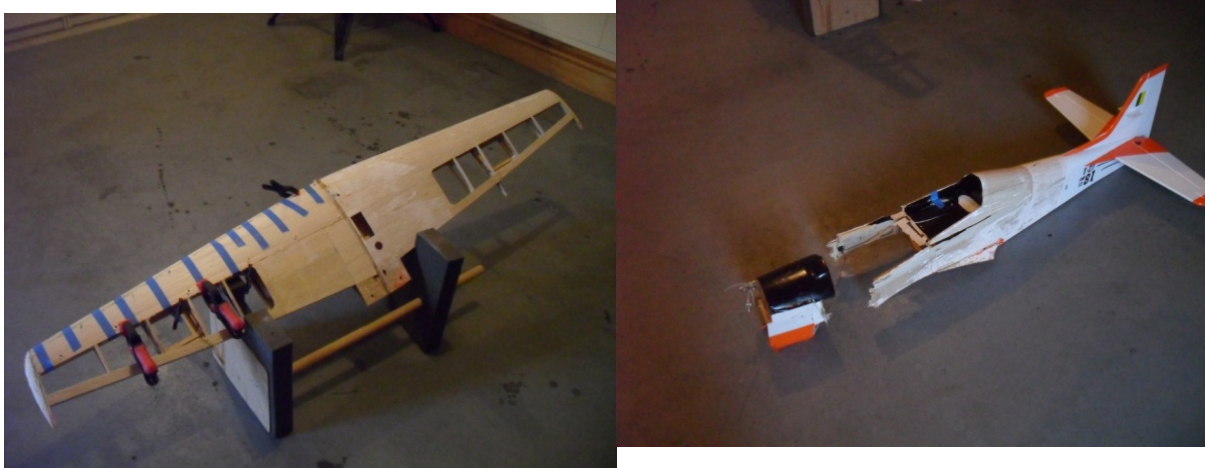
John Beresford should have been in the results but some hairy flying frightened him. John it gets better with practice!!!

DOWN AT THE POWER PATCH BY GRAHAM MOFFAT

It's been a very quiet month with lousy weather. I only got to the strip once. We had the BBQ on the last Sunday of June and had a good turnout. I have found 1Kg of sausage is not sufficient and we have adjusted the qty for the next BBQ on the 28th July.



I am still completing the repairs on the “Tucano” and making progress on the wings. Next stage is to cover the wings and get the Fire wall connected back on to the fuselage. One thing I have found is that the Decals had started to lift, I had used a sealant over them to try and prevent this but not totally effective. If anyone has some recommendations to prevent the Decals lifting I would be very interested.



The strip is in very good condition with the electric fence keeping the stock off. No other news at this stage.

Trust the weather will improve and we can get some flying in.

See you at the Strip

Graham

**If you must choose between two evils,
pick the one you've never tried before.**

Bearings continued from last bulletin. By Big T.

Lets recap on my previous article

What do bearings do?

Both bearings hold the crankshaft centred in the crankcase bore to reduce friction.

Front bearings take up the axial loads presented by the starter motor and propeller., and they also maintain the axial location of the crankshaft, and in some engines this is controlled also by 'shimming' and the use of a pre-load screw-on retainer acting as part of the front bearing housing.

The rear bearing absorbs the radial/ centrifugal loading of the crankshaft and help with the axial positioning.

Bearing types- some are shielded and others are not.

Generally the only shielded you MAY need is the one to the front of the engine, and that is only to keep the dust out of the bearing- not designed to stop the front bearing leaking as some would make you believe. The need for a shielded bearing will be determined (in my mind) by the shape of the prop driver- some shroud the front bearing housing and this is sufficient to keep grime and dust away, however if the prop driver does not form a shroud then certainly my advise is to purchase a shielded bearing.

What bearings do I use ?

Bearings are graded based on manufacturers clearance specifications and I use a C3 or some call them a 3 dot, and ideally one should purchase the bearing with a phenolic or plastic retainer.....why, because if it is a metal retainer then potentially you could get a broken metal retainer going through your engine. This not only will wreck the internal precision components of your engine, eg piston and liner- but generally end up costing you a new engine. A more expensive bearing is certainly cheaper than having to replace a good and well running engine.

I don't intend writing in this article about replacing bearings but if anyone wants bearings replaced then give me a call and I will do them for you...its not difficult but very important to get correct as badly installed bearings will rob you of great engine power.

If you do choose to replace the bearings yourself be particularly careful of the 'seal' area between the front and rear bearings, for a front induction engine it is between the venturi and back bearing area and for a rear induction maybe the full length of the shaft. That is particularly important in giving sufficient clearance for a crankcase fuel mist and if damaged will allow for crankcase leakage during the pumping process and you'll end up telling me that the front bearing is leaking.

If this does happen then there are numerous ways of fixing the problem and that requires careful engineering work, more commonly is to grind a reverse spiral into the shaft with your Dremel and the other is to drill a very small hole in the crankcase and forward of the carburettor.....either one or other is used but don't do it yourself as it is a precision job and let someone else with machining ability do it for you!

Finally.....how are bearings assembled?

It took me a long time to get the answer but in the case of most bearings there is sufficient space between the balls that if pushed all to one side, then the inner ring can be pushed to the opposite side into the space left by the moving balls....then the retainer is finally installed.

TOMBOY TALES FOR 21 JULY

"OF BEST LAID PLANS OF MICE AND MEN"

Well it finally happened, the weather co operated and we had a perfect day to hold our delayed Tomboy event "SNAKES AND LADDERS" rules as dreamed up by the devious mind of BGGG.

Publishing the rules of the contest before the event had all our super competitors devising strategies on how to win but in the best fashion of competition, things don't always go to plan.

While the day was perfect with wind at zero to 3 knots from all over the place at ground level competitors found out much to their embarrassment there was a wind of about 5 to 10 knots from the northwest above 100 feet and this was the downfall of 2 of our most competitive types (I will leave you to figure out who they were from the results)

The winner was Mark Venter (oily) by one point over Ashley Glubb (Modernist electric) which could have been reversed if Ashley had taken notice of the thermal which he was being pushed out of, much to Paul Chisholm amazement (Paul will be rejoining the club after his sojourn in Auzzie and has indicated he will be joining the 48in modernist group).

Ashley was lucky to fly his last flight due to the fact he arrived back after the round had finished, but BGGG, the soft hearted contest director, allowed him to fly because he had been helping his "alto ego" twin try and find his 48 TB (more on this later).

We had 7 out of 10 of our group turn up to fly but only 5 put in flights and only 3 completed the 3 rounds.

The winner was Mark Venter who just went about his work in a quiet relaxed fashion flying his oily, x the late Owen Moore model, with modifications to the fuel metering (using a Brodack needle valve which gives better control over adjustment) the engine is a latest of Indian manufacture (not very good) but after much sorting is obviously going OK. Mark's technique was to have the motor just giving enough revs to slowly climb away at about 20feet altitude gain per minute this had the effect of not getting into the higher wind at altitude and allowed the motor to run for about 6 minutes on his 3cc tank (some thing that BGGG was able to do with his Irvine Mills in times past!!!) His flight times were very consistent with 371 (top time round 1), 345 (second top time round 2), 385 (top time round 3) but this consistency was challenged by second place getter Ashley Glubb who made the mistake of not bettering his ladder position each time and the fact that 2 of the expected top competitors failed to complete their second round flights.

This left 3rd spot to Lynn Rodway (36" TB and .6cc MPJet motor) who also completed his 3 flights, luckily, as he was also fighting the high altitude winds and was lucky to get his model back into the field (hit a fence on his last flight, and landed inside the field!!!)

Of the rest, the 2 that didn't fly at all, Bruce Bonner (radio problems) BGGG (second time engine wouldn't go, now has been loaned a original Mills so should be able to put in some times next time!!!!)

I know that 48 inch Tomboys should be able to be seen at altitude but this doesn't seem to be the case as both were lost from sight at altitude down wind. Excuse 1 "I'm getting old and my eyesight isn't as good as it was and I was running my strategy to win" model retrieved in damaged condition. Excuse 2 "my eye surgery obviously wasn't as good as I thought" this is what you get for cutting costs (reluctant to spend 6 million \$) and I was running my strategy to win (now where have I heard that before BGGG) Model has yet to be found!!!!

A good contest which just proves the old adage "*Put all your flights in and better than expected results will come your way*"

Competitor	Model / engine	Round 1 time	Ladder position	Round 1 Score ladder position plus 10	Round 1 total
Mark Venter	36" Indian Mills	371	5	15	15
Ashley Glubb	36" electric	336	4	14	14
Lynn Rodway	36" MPJet	298	3	13	13
John Dunstan	48" electric	270	2	12	12
John Ensoll	48" 1.3 Mills	251	1	11	11

Competitor	Model / engine	Round 2 time	Ladder position	Round 2 Score ladder position plus 10	Bonus Rnd 2 ladder minus Rnd 1 ladder	Round 2 total
Mark Venter	36" Indian Mills	345	2	12	2 - 5 = -3	9
Ashley Glubb	36" electric	417	3	13	3 - 4 = -1	12
Lynn Rodway	36" MPJet	290	1	11	1 - 3 = -2	9
John Dunstan	48" electric	0	0	0		0
John Ensoll	48" 1.3 Mills	0	0	0		0

Competitor	Model / engine	Round 3 time	Ladder position	Round 3 Score ladder position plus 10	Bonus Rnd 3 ladder minus rnd 2 ladder	Round 3 total
Mark Venter	36" Indian Mills	385	3	13	3-2 = +1	14
Ashley Glubb	36" electric	375	2	12	2-3 = -1	11
Lynn Rodway	36" MPJet	314	1	11	1-1 = 0	11
John Dunstan	48" electric	0	0	0		0
John Ensoll	48" 1.3 Mills	0	0	0		0

Competitor	Model / engine	Round 1 Score	Round 2 Score	Round 3 Score	Total
Mark Venter	36" Indian Mills	15	9	14	38
Ashley Glubb	36" electric	14	12	11	37
Lynn Rodway	36" MPJet	13	9	11	33
John Dunstan	48" electric	12	0	0	12
John Ensoll	48" 1.3 Mills	11	0	0	11

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. # 107, MANY MORE TO COME

As I sit here in the warm (Saturday 23rd June) just after finishing the June Torque and noting that the snow, which has trapped me from doing my usual delivery of magazines to the those who are in the loop, is going, and I will be out and about again.

Normally with weather like this I, like you, would be in the building shed creating our next OOH AH model for all to admire. While it isn't currently possible for me, I decided to look for a plan to compete with Allan Knox in the 1/2A Texaco scale event (just to keep him on his toes you know!!!)

To this end, where we are currently staying, there was a box of Flying Models magazines which produced a design which I thought would be suitable. So onto the Flying Models website to find it, and there it was US \$10, a good price I thought, until, while ordering it through their online order system I found that the actual cost for the one sheet plan (delivered) was to be US \$35. NO NO NO. So I decided to email a question to them regarding this exorbitant P&P cost, and why it couldn't be sent as a attached digital file to my email address. The lady at FM replied very promptly telling me that she had been trying to get senior management to address this problem without any luck (she thought they may have been losing custom because of this high P&P cost, which I had told her that I wouldn't be purchasing because of it)

She offered me a trial delivery via email of the plan provided that I ordered it on their system with a notation in the comments column that I wanted it electronically.

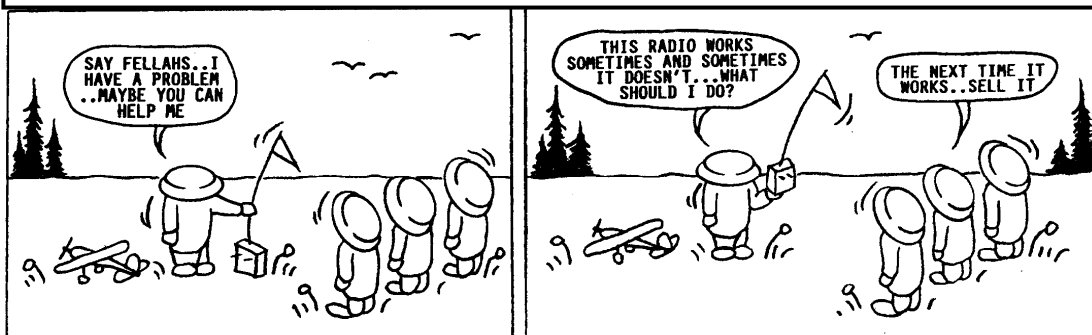
It seems their ordering system isn't set up for this.

To cut to the chase, after 2 days of discussion I have the PDF plan file, now all I have to do is to see what appears on my credit card. (NZ Equivalent of US \$10 was it)

I thank the ladies at Flying Models for their prompt action on my request, their blood is worth bottling, this is real customer service!!!

BGGG (N T V S) Bill Long reckons I need to comb my Hair!!!

THE Model??? Now that would be telling Wait and SEE!!!!



03-Aug-13	Saturday AM 0900-1200hrs	SOARING	140	NDC	CLUB	Formula 500 (class D)	Willows
03-Aug-13	Saturday PM 1300-1600hrs					SPARE	Willows
04-Aug-13	Sunday AM 0900-1200hrs	F/F	134	NDC	CLUB	Aggregate (Class B)	Willows
04-Aug-13	Sunday AM 0900-1200hrs	F/F	137	NDC	CLUB	Kiwi Power	Willows
04-Aug-13	Sunday AM 0900-1200hrs	F/F	138	NDC	CLUB	Cranfield Classic	Willows
04-Aug-13	Sunday PM 1300-1600hrs					SPARE	Willows
06-Aug-13	Tuesday PM 1900hrs				CLUB	CLUB MEETING	CONDELL
10-Aug-13	Saturday AM 0900-1200hrs					SPARE	Willows
10-Aug-13	Saturday AM 0900-1600hrs					SPARE	Willows
11-Aug-13	Sunday AM 0900-1200hrs	F/F	135	NDC	CLUB	Catapult Glider	Willows
11-Aug-13	Sunday AM 0900-1200hrs	F/F	136	NDC	CLUB	Hand Launched Glider	Willows
11-Aug-13	Sunday AM 0900-1200hrs	F/F			CLUB	Tip Launched Glider	Willows
11-Aug-13	Sunday PM 1300-1600hrs					SPARE	Willows
11-Aug-13	Sunday PM 1300-1500hrs	INDOOR	139	NDC	CLUB	Open Tissue	Templeton
17-Aug-13	Saturday AM 0900-1200hrs					SPARE	Willows
17-Aug-13	Saturday PM 1300-1600hrs					SPARE	Willows
18-Aug-13	Sunday AM 0900-1200hrs	VIN-	144	NDC	CLUB	Vintage RC IC Duration	Willows
18-Aug-13	Sunday AM 0900-1200hrs	VIN-	145	NDC	CLUB	Vintage RC Electric Duration	Willows
18-Aug-13	Sunday AM 0900-1200hrs	VIN-	141	NDC	CLUB	Vintage FF Power Duration	Willows
18-Aug-13	Sunday AM 0900-1200hrs	VIN-	142	NDC	CLUB	Nostalgia FF Power Duration	Willows
18-Aug-13	Sunday AM 0900-1200hrs	VIN-	143	NDC	CLUB	Classic FF Rubber Duration	Willows
18-Aug-13	Sunday PM 1300-1600hrs					SPARE	Willows
24-Aug-13	Saturday AM 0900-1200hrs					SPARE	Willows
24-Aug-13	Saturday PM 1300-1600hrs	PYLON			CLUB	Pylon Race Day	Willows
25-Aug-13	Sunday AM 0900-1200hrs	R/C			CLUB	TOMBOY 36 and 48 R/C EVENT	Willows
25-Aug-13	Sunday AM 0900-1200hrs			NDC	CLUB	Club Rally day, cancelled events and NDC final day for month	Willows
25-Aug-13	Sunday AM 0900-1200hrs	ELECTRIC			CLUB	Club Electric X5J Extreme	Willows
25-Aug-13	Sunday PM 1300-1600hrs					SPARE	Willows
31-Aug-13	Saturday AM 0900-1200hrs					SPARE	Willows
31-Aug-13	Saturday PM 1300-1600hrs					SPARE	Willows



Anyone finding this model will be gratefully thanked. Lost between the field and the rifle range. John Dunstan owner.

1-Sep-13	Sunday AM 0900-1200hrs	F/F	146	NDC	CLUB	Wakefield (FAI Rubber Class F1B)	Willows
1-Sep-13	Sunday AM 0900-1200hrs	F/F	151	NDC	CLUB	Classic A/2 Glider	Willows
1-Sep-13	Sunday AM 0900-1200hrs	F/F	152	NDC	CLUB	A/2 Glider (FAI Class F1A)	Willows
1-Sep-13	Sunday AM 0900-1200hrs	VINT	165	NDC	CLUB	Vintage RC 1/2A Texaco	Willows
1-Sep-13	Sunday AM 0900-1200hrs	VINT	166	NDC	CLUB	Vintage RC A Texaco	Willows
1-Sep-13	Sunday AM 0900-1200hrs	VINT	167	NDC	CLUB	Classical RC IC Duration	Willows
1-Sep-13	Sunday AM 0900-1200hrs	VINT	168	NDC	CLUB	Classical RC Electric Duration	Willows
1-Sep-13	Sunday PM 1300-1600hrs					SPARE	Willows
3-Sep-13	Tuesday 1900—2100hrs				CLUB	CLUB MEETING	CONDELL
7-Sep-13	Saturday AM 0900-1200hrs	SOARING	158	NDC	CLUB	Altitude Limited Electric Soaring	Willows
7-Sep-13	Saturday AM 0900-1200hrs	SOARING	159	NDC	CLUB	7 x 7 (class E)	Willows
7-Sep-13	Saturday AM 0900-1200hrs	SOARING	161	NDC	CLUB	2,4,6,8,10, (class J)	Willows
7-Sep-13	Saturday PM 1300-1600hrs					SPARE	Willows
7-Sep-13	Saturday PM 1300-1600hrs	SOARING	160	NDC	CLUB	Pylon Racing Open (class G1)	PMH
7-Sep-13	Saturday PM 1300-1600hrs	SOARING	162	NDC	CLUB	Closed Circuit Distance (class F)	PMH
8-Sep-13	Sunday AM 0900-1200hrs	F/F	147	NDC	CLUB	FAI Power F1C (Class D)	Willows
8-Sep-13	Sunday AM 0900-1200hrs	F/F	150	NDC	CLUB	Open Power (Class A)	Willows
8-Sep-13	Sunday PM 1300-1600hrs					SPARE	Willows
8-Sep-13	Sunday PM 1300-1500hrs	INDOOR	148	NDC	CLUB	FAI Class F1D	Templeton
8-Sep-13	Sunday PM 1300-1500hrs	INDOOR	149	NDC	CLUB	Indoor Hand Launched Glider	Templeton
14-Sep-13	Saturday AM 0900-1200hrs					SPARE	Willows
14-Sep-13	Saturday PM 1300-1600hrs					SPARE	Willows
15-Sep-13	Sunday AM 0900-1200hrs	F/F			CLUB	VIC SMEED PRECISION	Willows
15-Sep-13	Sunday AM 0900-1200hrs	VINT	163	NDC	CLUB	Nostalgia FF 1/2A Power & Miniature Replica	Willows
15-Sep-13	Sunday AM 0900-1200hrs	VINT	164	NDC	CLUB	Classic FF Power Duration	Willows
15-Sep-13	Sunday PM 1300-1600hrs					SPARE	Willows
21-Sep-13	Saturday AM 0900-1200hrs					SPARE	Willows
21-Sep-13	Saturday PM 1300-1600hrs	PYLON	153	NDC	CLUB	Quickie 500 Sport Pylon	Willows
21-Sep-13	Saturday PM 1300-1600hrs	PYLON	154	NDC	CLUB	Quickie 500 Expert Pylon	Willows
21-Sep-13	Saturday PM 1300-1600hrs	PYLON	155	NDC	CLUB	FAI Pylon (F3D)	Willows
21-Sep-13	Saturday PM 1300-1600hrs	PYLON	156	NDC	CLUB	Intermediate Pylon	Willows
21-Sep-13	Saturday PM 1300-1600hrs	PYLON	157	NDC	CLUB	Sportsman Pylon	Willows
22-Sep-13	Sunday AM 0900-1200hrs	R/C POWER			CLUB	TOMBOY 36 and 48 R/C EVENT	Willows
22-Sep-13	Sunday PM 1300-1600hrs					SPARE	Willows
28-Sep-13	Saturday AM 0900-1200hrs					SPARE	Willows
28-Sep-13	Saturday PM 1300-1600hrs					SPARE	Willows
29-Sep-13	Sunday AM 0900-1200hrs			NDC	CLUB	Club Rally day, cancelled events and NDC final day for month	Willows
29-Sep-13	Sunday AM 0900-1200hrs	ELECTRIC			CLUB	Club Electric X5J Extreme	Willows
29-Sep-13	Sunday PM 1300-1600hrs					SPARE	Willows

You should never say anything to a woman that even remotely suggests that you think she's pregnant unless you can see an actual baby emerging from her at that moment.