

# CHRISTCHURCH MODEL AERO CLUB EXECUTIVE 2013 / 14



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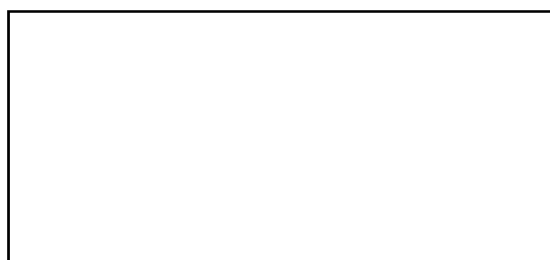
## CHRISTCHURCH MODEL AERO CLUB (INC)

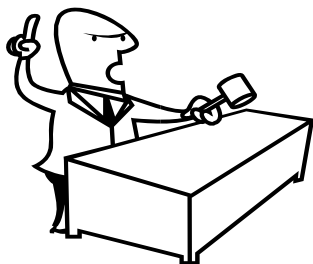
November December 2013

**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

Well that time of year has come around again, I don't know where the year has gone and every year seems to go faster and faster, must be an age thing.

So I would like to wish all of the CMAC members and very Merry Christmas and a happy New Year.

I think the club should e very happy with what has been achieved this year, due to purchases made the club fields are looking better than ever.

To those that are attending the Nationals good luck, I know you will represent the club well.

I look forward to doing some flying over the holiday period so I hope to see many of you there.

Drive carefully and happy flying.

Grahame Hart



**Stu Grant with the Lagan electric Tomboy competing in the "Dunstan Challenge."**

**Stu, the NZL number needs to change to "207"**

**James Bond was "007", Paul the second modeler with a killer instinct is "107" so that means "207" is you!!!**

**Photo BGGG**

## **Minutes of CMAC committee meeting, Thursday 21 November 2013, held at – 6B Middlepark Road, Upper Riccarton**

**Present:** Grahame Hart, Dave Jackson, Trevor Henderson, Mark Venter, Ian Harvey, Trevor Henderson, Gary Burrows, Graham Moffatt

**Apologies:** Nil

**Minutes of last meeting:** moved and carried (Grahame, Gary)

**Business arising from last meeting:** Nil

**Correspondence in:** - Request for glider pilots to use the Willows on Saturday 7 Dec for F3K DHLG competition that was originally scheduled for Timaru on that date. Approved; Ian to reply accordingly

**Correspondence out:** Nil at this stage but Secretary to write to organisers of the Southern Fling to determine why notice of not requiring Willows for the event was not officially received by the club so field could be available for general flying during the weekend.

**Treasurer's report:** Cheque book balance at \$2134.57 and saving account at \$2,745.76. Recently paid: \$634.93 for electric fence costs and \$236.93 for insurance for the mower. Some monies will have to be spent on up-grading the padlock system on the container following the break-in that saw the loss of a battery. All constructed but needs to be fitted. Do-main name maintenance - \$13.14.

### Section officers' reports:-

**R/C glider:** Nil official report but CMAC members competed successfully at the Southern Fling at Darfield. The site was reported to be superior to Willows because of lack of trees in the vicinity giving true and fair flat-field flying facilities for flinging from.

**Free Flight/Vintage:** Little activity to report

**Pylon:** Bu!#&\*ed by the wind (according to Trev); With new events coming up, there is a lot of gear to be tested, but need calm conditions (that seem to be rare at this time of the year). Some recent winds have been exceptionally strong, with Grahame having his car door ripped from his grasp with some damage being sustained.

**R/C Power:** There have been some good fly-ins and the fence is keeping the strip in excellent condition. Mower needs minor maintenance and fence needs some modification. A notice in Torque is required as to how to operate the gate. There are some new members learning how to fly and need to be informed of how to pay subs up until April 14.

**Website and Torque:** Last Torque of the year copy close off was 26<sup>th</sup> Nov. for publication around 1<sup>st</sup> Dec. The NDC programme for next year is not finalised for publication. No succession candidate has come forth for web master.

**Other business:** Lock for container about to be re-fitted with tamper-proof box. Toilet looking sad on its side and needs a brave few to re-erect over the hole. Guy wires will need to be re-fitted, since a strong wind (from the NW, not from within) was more than the old ones, which have lasted for many seasons, could withstand. Weather station is not operating properly since the battery was nicked. The circuit board may need repair. CMAC members attendance at the Nat's this New Year's may be limited, compared to the blitz at the last ones held at Darfield.

Next rally / BBQ for 24th November, weather permitting. Last one was cancelled because of inclement weather. Grahame and Graeme will have another go at organise with free victuals again being available to members, the cost of which will be reimbursed to organisers as required.

Meeting ended at 8:25pm; date of next meeting – in February at a date to be announced.

## **FREE FLIGHT REPORT FROM ONE WHO WAS THERE**

Dave J came out to the flying field on Sunday. Stew M and Bruce W turned up as well. There was a bit of NW blowing but not too serious. We shifted location towards the pylons and as the day wore on the wind dropped off a bit. The idea was for me and Bruce to fly 1/2A power. I managed 3 good flights but unfortunately for Bruce the plastic carb housing on his TD 051 one was split where the venturi screws into it so no go. Dave put up some vintage HLG flights as well as doing some testing with an A2. Bruce had a go at open rubber with the model that he used for Coupe the previous week but there was too much power with the extra rubber and consequently out of trim on the power phase so no go.

Stew M pulled out his newly constructed A1, hand glides seemed ok however tow line not so good resulting in some repair work coming up. There is a good site on the web about towing gliders CG etc so Stew is on to it and better luck next time. Dave kindly let Stew have some practice at towing with his A2 and that was successful. Dave took some times for 1/2A and Vint. HLG so I guess you will be hearing from him.

Regards Lynn

Hi Gary, 17th November report

Roy Gunner, John Ensoll, Stu Grant, Stew Morse, Roger Palmer and Lynn Rodway turned up for a bit of flying on Sunday.

Stu Grant had his ex Paul Lagan Tomboy out for a few test flights and with the changed Prop and motor, it looked to be going very well.

John had a vintage duration model for a test flight and engine tweeking.

Stew Morse had his repaired A1 glider, shifting the tow hook has made a big difference to the way it tows up and despite the blustery NE wind he got some good practice flights in.

Roger Palmer had a couple of models, one was a RTF A1 called "Dohle" from Germany that he had not flown previously and that was towing up and gliding really well. The other model was a classic tow line glider which was also going well in preparation for the Nats.

Roy flew his Lulu in Vintage, Roger flew his Caprice in Classic and I flew my A2 Junior in open glider.

Here are the results:

Roy (Lulu 1950 ) 150, 58, 89. = 297

Roger (classic Caprice ) 115, 121, 74. =310

Lynn (Open ) 55, 130, 113. =298

There was a reasonable NE that kicked in so DT times were reduced.

Regards Lynn.

## **INDOOR FREE FLIGHT EVENT HELD ON THE 10TH NOVEMBER.**

We flew F1L and open tissue as the last f/f N.D.C. events for us this year. Dave couldn't make it which meant Kay, Nev and I were left to fly. Kay won (again!) even though her model had a reverse warp in the wing. Nev's model was flying well until he had a breakage which meant the second F.1.L. Flight couldn't take place. Next year I expect that his times will be similar to Kay's. I still keep having problems because I keep trying new ideas, this time using rubber sizes outside the norm, only after reverting back to the standard size did a 10.38 minute time emerge but then once again time ran out.

Results. Open tissue. Kay. 7.50. Bill. 7.25. Nev. 6.27.

F.1.L. Kay. 19.37. Bill. 19.07. Nev. 5.25.

**Next meeting 8th December.**

## The “Dunstan Challenge” TOMBOY COMPETITION

After three postponements the latest round of the Tomboy competition was held on Labour Day.

After a cool start the weather cleared to provide near perfect conditions for these veteran models (and veteran modelers John, BGGG).

The day's competition consisted of three rounds, each round being a different test, hopefully providing equal challenges for both IC and electric models.

Prior to the first round Bruce Bonner took off to the power strip to test his model. Unfortunately he caught a thermal, lost control, and saw his model disappear towards the plantation and the Waimak. Never mind Bruce – this is the opportunity to build a new electric powered model! (already under way with a MPJet BGGG)

### Round 1 – Climb / Glide Performance

This task was designed to test the climbing and gliding attributes of the various Tomboys. The ratio of glide time to motor run time determined placing. Ashley Glubb's electric model climbed quickly in a 1 minute motor run and soon found a thermal. Unfortunately he lost radio contact causing the motor to restart and the model to plummet to earth. He managed to regain control but was disqualified for a second motor run. Granddad Ensoll managed a glide time of nearly one and a half times his motor run and was a clear winner. Other performances were disappointing.

### Round 2 – Duration

This round was a standard duration event with a 2 minute motor run limit on electric models. Given his radio problems Ashley was unable to venture too high and did not do justice to electric. (excuses, excuses BGGG) Stuart Grant's and Paul Lagan's electric model put up a credible flight, however Mark Venter was the outstanding winner with a flight of just under 15 minutes. Other flights varied between two and five minutes.

### Round 3 – Fly-off

At this stage points to date saw Mark Venter on 23 with John E only 3 behind, and a chance to win overall with a good performance in the fly-off. Competitors were given five minutes to prepare for launching with top up of IC fuel tanks allowed. Launching was required within 5 seconds of launch time.

At launch time Gary Burrows's motor stopped and John E discovered his motor was running backwards! This left four models flying. Stuart, Ashley and Lynn Rodway landed around the same time with Ashley and Lynn gaining additional landing points. Mark continued flying for sometime and proved a worthy fly-off winner and a comprehensive winner overall.

Next round is scheduled for November 24th with winner Mark responsible for the rules.



Last round “All together, last down”  
NOTE The Dunstan loud hailer!!! *Did he need it?? (Road cone)*  
NOTE the trees in the background are now gone!!!



## RESULTS Round 1 : Climb/Glide Performance

CONTESTANT	Motor Run	Flight time	Ratio	Score
Mark VENTER	104	227	1.18	10
Stu GRANT	133	268	1.02	8
John ENSOLL	131	320	1.44	13
Lynn RODWAY	146	214	0.47	4
Ashley GLUBB	60	347	Landed out of paddock	2
Gary BURROWS	78	123	0.58	6
Bruce BONNER	Tomboy lost in thermal on test flight unable to compete			



## Round 2 : Duration

CONTESTANT	Flight Time	Score
Mark VENTER	898	13
Stu GRANT	335	10
John ENSOLL	306	7
Lynn RODWAY	230	4
Ashley GLUBB	306	7
Gary BURROWS	136	2
Bruce BONNER		

## Round 3 : Fly off

CONTESTANT	Landing position	Score	Landing Bonus	Final Rnd score
Mark VENTER	6	13	2	15
Stu GRANT	5	10	0	10
John ENSOLL	Launched late	3		3
Lynn RODWAY	4	8	2	10
Ashley GLUBB	3	6	2	8
Gary BURROWS	Launched late	3		3
Bruce BONNER				

Final Result	Round 1 Score	Round 2 score	Round 3 score	GRAND TOTAL
Mark VENTER	10	13	15	<b>38</b>
Stu GRANT	8	10	10	<b>28</b>
John ENSOLL	13	7	3	<b>23</b>
Lynn RODWAY	4	4	10	<b>18</b>
Ashley GLUBB	2	7	8	<b>17</b>
Gary BURROWS	6	2	3	<b>11</b>
Bruce BONNER				



Eventual winner Mark timing for fourth place getter Lynn



Your Torque editor Gary keeping a close eye on electric pilot Ashley (who was overdressed).

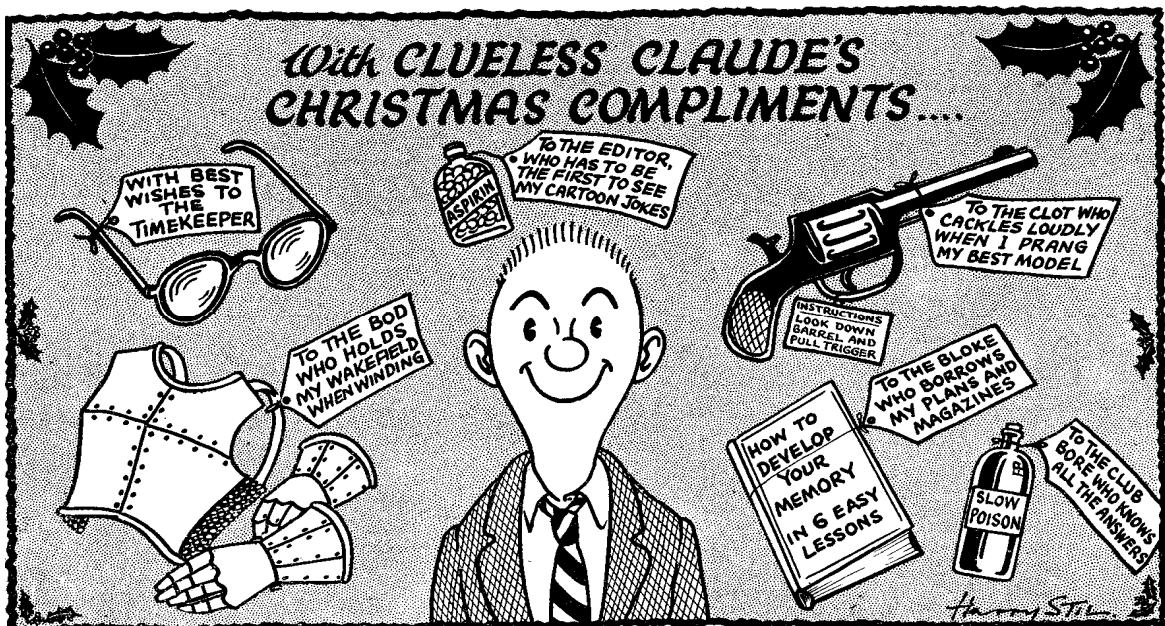


Second placed Stuart looking anxiously at John E's performance.



Mark's hands off approach. Was he telling his plane to stop?

Photos and comments by CD Dunstan  
Why aren't they all looking in the same direction???





## **TOMBOY 24TH NOVEMBER VENTERS CHALLENGE OR "ARE YOU GOOD ENOUGH" AGGY**

The rules were clear - pilot briefing at 9am, this was so that we would be able to work out the two rounds, so to be fair to all the contestants that did turn up on time, Dave Jackson who arrived late was allowed to fly but penalized two additional "rest periods" (2 minutes) and these were deducted from his total score.

Dave put in excellent times and would have placed first, but still came in at third place after his penalty.

So - final placings for the day:

1st John Dunstan	1933
2nd Stu Grant	1915
3rd Dave Jackson	1909
4th Mark Venter	1905
5th John Ensoll	1568
6th Lynn Rodway	1476
7th Gary Burrows	994
8th Stewart Morse	389



BGGG showing great technique but not performance!!!! But for a change wasn't last—— JUST!!!

For those who did the math - Max time achievable for electrics was 2040 points. Dave came very close with initial score of 2029.

For the diesel guys, a theoretical Max would be around 2350 if you were fit enough and have a first flick start engine. That is working on a five minute flight and around 45 sec turn-around time.

Thanks for all those who turned out - was a great day and great air too.

### ***CMAC RC Aggy Tomboy event "Post match review"***

8 entrants and models consisting of:

Four 36" diesel Tomboys

One 48" diesel Tomboy

One 48" electric Tomboy

Two 36" electric Tomboys

So, a good mix of the field. In this event I doubt any particular size or powered Tomboy had any advantage over the rest. Possibly the diesels with limited engine run time and hence not being able to make 5 minutes would be at a disadvantage, but then again, the rules did not specify tank size either so whereas the electrics had an advantage in that aspect, the max time possible is more for the diesels, but some serious decisions need to be made to obtain them, like size of tank, how to get down & land if there is too much fuel and the engine is still running, how many "pit stops" you are prepared to make etc.

All in all though I thought it was a pretty good event and lots of fun. Unfortunately, since I was flying in the second half, I only managed to get photos from the first session which are included. (defiantly the best looking pilots were photographed BGGG)

Mark





**Lynn Rodway gives his TB a classic launch, the worried person in the background is Stew (I let BGGG off the bottom of the ladder!!! Dam) Morse. Note the sun umbrella !!!!**



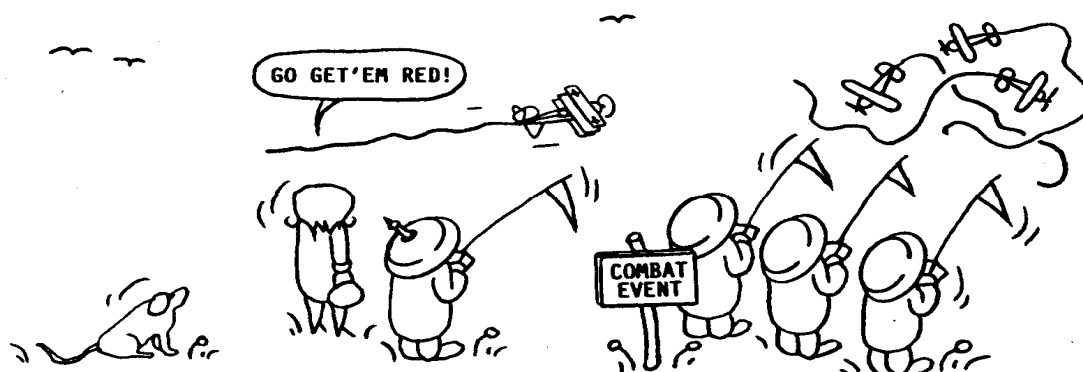
**L to R John Dunstan timer for BGGG. Stu Grant timing for Granddad Ensoll launching his 48", Stew Morse and Lynn Rodway admiring the lift that Lynn's model was making the most of.**

**On a Maternity Room door:**

**'Push. Push. Push.'**

## POOPY PUPPY POOPER SCOOPER REPORTS

- **IT HAS BEEN DRAWN TO MY ATTENTION** that when purchasing engines with props already fitted regardless of source (Paul Lagan's garage sale) it is incumbent of the purchaser to ensure what type of prop is fitted (eg tractor or *pusher*) My source tells me that our resident autogiro expert was out on a Wednesday recently trying out his newly purchased Texaco .049 Cox on his "Charybdis" (the old engine didn't have enough grunt on its *tractor* prop) and complained that the motor was running *backwards* ??? every time he started it (as it was not a Mills this was unusual) the solution to the problem is fit a "John Deere"—————NEED I SAY MORE!!!!!!
- **WOULDN'T YOU KNOW IT** after all the attempts to get the "DUNSTAN CHALLENGE" Tomboy contest off the ground it finally happened, albeit a day late due wind. BGGG didn't have to run the contest as the "bum pinching" (he went to Italy on his last trip!!!) Mr Dunstan made it back to run HIS contest and take the flack that comes with being the rule maker and contest director, rating out of 10 for his performance, 5, with the report card comment "can improve with age and thickening of skin re flak". BGGG while not being used to being in the background of the verbal's that normally come his way was enjoying someone getting his own flack back!!!! UPDATE—on our final day of Tomboy Mr Dunstan has alluded to careful review of his rules to make them extra salubrious and a testament to his undoubted skill in rule making!!!!
- **IT WAS GOOD TO SEE** John Dunstan on the receiving end of what a contest director has to put up with when dealing with a stropky bunch of bush lawyers. His obvious senior management training stood him in good stead to deal with the great unwashed even though at least one of his calculations was incorrect, but BGGG won't protest as it would have been seen to be un sportsman like (didn't change the outcome as BGGG was in that enviable position of being the one most likely to improve — LAST!!!) To Mr Venter, best of luck with your contest rules!!! (see 24th November Tomboy Aggy report)
- **THE CLUB MEETING IS A GOOD SOURCE OF SCUTTLE BUTT** at our last one there was a story going round about our new electric fence / arrestor and its ability to catch the unwary / unskillful, as this pilot found out by not placing his landing model on the strip as most good pilots are able to do. NO he ended up with the electric fence wrapping its self around his propeller several times, I understand that there were a few jolts not only to the ego but also to body as the fence did its assigned job of keeping "animals" at bay. I am led to believe that he is sending a letter to the committee requesting that the fence be moved out at least another 5 meters to accommodate learners from being embarrassed!!!! Obviously the lack of current flying practice showed as he was contest directing (not flying) the last Tomboy round (see Tomboy report for name of said embarrassed pilot)



## **ENGINE MOUNTING and FUEL SUPPLY By BIG T**

### **Mounting your engine**

To get maximum power from your engine you need to rigidly mount your engine, and extra effort here is rewarded with the satisfaction that you know that you have done it properly.

I've seen many methods of mounting an engine to a model...some use wooden engine bearers, others use nylon, or metal purpose shaped mounts, and those in pylon use a variety of these but in more recent times we use an aluminium back plate mount that takes the place of the back plate of the engine and gets bolted direct to the rigid firewall of the model.

Generally speaking correct mounting of the engine requires a fair bit of knowledge of metal-work but anyone familiar with a drill-press and a file shouldn't have too many problems....yes a drill-press for drilling the engine mount holes, but you may ask why the file? One of the critical items on mounting the engine is to ensure that the flat surface of the mount where the crankcase sits is exactly in line with the underside of the engine mounting lugs....if not then distortion of the crankcase is likely to occur which will amount to a potential power loss.

Careful alignment is most important and when I set-up an engine mount I use a .002" feeler gauge under the engine lugs to ensure the required accuracy. If you are using a cast mount then 'truing' up on a sheet of thick glass is a very good method of ensuring accuracy- glass is perfectly flat.

Drilling the mount requires utmost accuracy and many crankcases are regularly seen with oversize mounting holes.....someone has drilled the mounting hole in the wrong place and yes, it is difficult to hide. Drilling does require a lot of time to setup accurately but its more time consuming than difficult. You can then finish off by tapping the hole with the correct tap, and always use lubricant, eg kero or oil on the tap and applying slight pressure turn the tap clockwise into the hole...continue to cut the thread advancing the tap half a turn forward and then quarter of a turn back to break up the chips of metal if using a metal mount. Care taken here is important as a broken tap is a bit of a problem.

### **Tanks**

Fuel tanks will either work properly or cause you great problems.....with many problems relating to poor engine performance, bad idling, and erratic starting being able to be traced to a poor or faulty fuel tank installation. Insulate your tank properly from vibration and you will be heading in the right direction- wrap your tank in two or three layers of 6mm foam/ sponge rubber available from PARA in Blenheim Road. Tanks are generally for r/c are of a polythene type bottle/ container with a feed, filler and pressure connections. The feed has attached to it a flexible silicon tube attached to the clunk weight that sits to the rear of the tank- if it touches then the tank won't feed properly. Position the clunk so it is about 15mm in front of the rear of the tank and you will eliminate most, if not all of the feed problems as the silicon tube tends to stretch ( I imagine) when being surrounded by an almost full tank of fuel and potentially blocking the outlet/ feed hole.

Placing the tank into the fuselage is also very important and the centreline of the tank should be as close as possible to the centreline of the carb barrel.....when viewing the fuselage side-on. I run slightly higher than that but I have good reason to do so and I shall explain the reasons at some later stage.

Make all the fuel lines from the tank kink free and you get a very good fuel supply to the engine.

Always check your tanks for leaks PRIOR TO INSTALLING IN YOUR MODEL



## CMAC CLUB NIGHT REPORT BACK

The November meeting was most interesting although the turnout was rather disappointing. It was the first talk on helicopters we have had and a live demo both before & afterwards made it all the more exciting. A very informative talk by Andrew Palmer was presented on the controls and workings of heli's and we are fortunate to have the use of the club rooms in the park where we can have live demo's and flying.

Afterwards, once nearly dark, Andrew gave a further demo with a most interesting display where he has LED's built into the rotors and synchronized to a processor on the tail boom where various and practically limitless designs can be displayed including text. These are created on the PC and then loaded into the processor. Quite amazing and I would love to have seen more, maybe later on next year when our evenings are darker?

Mark



Top photo, big electric Chopper needs the "Manapouri power station" to charge the battery. (this is where the power will go once the smelter goes BGGG)

Bottom 3, Spectators given a great demo by Andrew and his LED rotor blades very spectacular at night.





## **DOWN AT THE POWER PATCH**

**BY "JIMS MOWING" GOLD MEDAL OPERATOR GRAHAM MOFFAT**

### **Electric Fence.**

We depend on the electric fence to keep the sheep of the strip. Please when you open the gate hang the strips up on the standard with the white top to the left, to prevent the tapes touching the ground. This prevents the charge being drained from the fence unit.

When you close the electric fence gate please connect the fence back to the wooden post using the insulated holders (3) that have been nailed to the post this prevents the charge being leaked through the post. I thought a wooden post would be an insulator but when there is moisture in the post it reduces the effectiveness of the fence.

The weather has improved and we have been having some good flying on the Sundays. The strip is in good (excellent BGGG ) condition and the Electric fence is keeping the sheep off most of the time.

We have some new members and the Club training is getting some flying time in. One of the issues we are finding is that the majority of Power flyers in the club are using Mode 1 and a number of trainers are purchased by people wanting to get into RC flying come with a mode 2 transmitter this makes it difficult to conduct training.

Please remember if you know of anyone who is interested in learning to fly we have a club trainer and volunteers to teach the basic flying skills.

We had a very good turnout at the last Sunday in November with very pleasant flying conditions and the requirement for Sun screen to be used for the first time for a long time. The BBQ was successful with an adequate supply of bread and sausages as there was a small amount remaining when we packed up. We did burn a some so that may have been why they were not consumed. (toughen up lads BGGG)

Have a safe and happy Christmas and we will see you at the strip.

**Top photo BBQ Foodies in action.**

**Bottom Photo Sunday 24th flight line and perfect mown area.**

**Photos by "Jims Mowing" operator Graham**  
**Below showing his good side**  
**Flying fixed wing "Chopper"**  
**Fry !!!!!!!**



**Photo page dedicated to “Jims Mowing”**

**Who is that standing next to  
“Mower Man”**

**No other than “Chopper” Fry  
making good use of the immacu-  
late strip.**

**“No need to fly Whirly birds now  
that the strip is in excellent condi-  
tion!!!”**



**Didn't I do well !!!  
All my own work !!!  
And I'm enjoying it  
“Jims Mowing”  
Gold medal winner  
Where are all you  
other fliers???**



# FOR SALE

Wingspan 47.7 in (1200mm)



HobbyZone Super Cub DSM  
Has HobbyZone Anti-Crash Technology  
Full range Spektrum DX4e 4-Channel 2.4GHz DSMX Transmitter  
Powerful 480 motor for impressive speed and climb performance  
Durable, lightweight Z-Foam construction  
Lightweight, high-capacity 3S Li-Po battery pack for longer flight times  
DC charger with an AC adaptor you can use wherever you fly  
One piece wing with factory applied decals  
Steerable tail for easier taxiing and takeoffs  
X-Port for user with exciting optional plug-ins like the Aerial Drop Module  
Super Cub DSM "Learn to Fly" DVD with assembly instructions and flying tips to make getting started even easier

Acorn Models told me when I bought it that it is a good introductory model.  
Paid \$389. Still in box, never been unpacked.

**I would be happy to consider any reasonable offer**

My contact numbers are 980 5348 (home) and 021 0286 5782 (mobile).

Phil Roulston

## On a Fence:

'Salesmen welcome! Dog food is expensive!'

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. # 111, MANY MORE TO COME**

- We have been broken into again and the weather station battery stolen, BUGGER the little illegitimate brainless sods who do this for fun or to feed their drug habits. The consequence of this is the weather station is out of commission until we solve what has happened to the electronics (smells like some component got burnt up) Mr. Venter is seeing too it. NEWS FLASH THE WEATHER STATION IS UP AND RUNNING AGAIN THANKS TO MARK VENTER.
- By the time you read this there will be a lock box welded to the container to slow the above sods down. HAS BEEN DONE
- A big round of applause is due to our dedicated RC power officer who, at all hours and days of the week, is keeping our flying site in such well mown condition, well done Graham. Pity that there seems to be a lack of flyers out there to appreciate it if last Sunday was any thing to go by— 2, one was Graham and the other (flying a fixed wing) was “Chopper”, wonders will never cease!!!!
- Thanks to all my contributors for both verbal comment, stories, and in print for another year of fun and laughter.
- As this is the last bulletin for the year I would like to wish you and your families a very merry Xmas and may all your hints about what you would like for Xmas come to fruition.
- BGGG

Don't steal, the government hates competition

I'm Not Crazy.....My Mother Had Me Tested.

Numbers are like people, torture them and they will tell you anything

**THE KNACK TO FLYING LIES IN LEARNING HOW TO THROW YOURSELF AT THE  
GROUND AND MISS**



**Please note that the attached flying calendar for 2014 is provisional only as the NZMAA NDC program is not available yet (though word has it that it will not be much different)**

**Emails will be sent out if there are any changes**

5-Jan-14	Sunday AM 0900-1200hrs	F/F	3	NDC	CLUB	Wakefield (FAI Rubber Class F1B)	Willows
5-Jan-14	Sunday AM 0900-1200hrs	F/F	7	NDC	CLUB	FAI Power F1C (Class D)	Willows
5-Jan-14	Sunday AM 0900-1200hrs	VINTAGE R/C	20	NDC	CLUB	Classical R/C 1/2 E Texaco	Willows
5-Jan-14	Sunday AM 0900-1200hrs	VINTAGE R/C	21	NDC	CLUB	Classical R/C E Texaco	Willows
5-Jan-14	Sunday PM 1300-1600hrs					SPARE	Willows
TBA	To Be Advised	SOARING	17	NDC	CLUB	Pylon Racing Open (class G1)	PMH
11-Jan-14	Saturday AM 0900-1200hrs	SOARING	16	NDC	CLUB	Altitude Limited Electric Soaring	Willows
11-Jan-14	Saturday PM 1300-1600hrs					SPARE	Willows
12-Jan-14	Sunday AM 0900-1200hrs	VINTAGE F/F	18	NDC	CLUB	Old Time FF Precision	Willows
12-Jan-14	Sunday AM 0900-1200hrs	F/F	1	NDC	CLUB	Aggregate (Class B)	Willows
12-Jan-14	Sunday AM 0900-1200hrs	VINTAGE F/F	19	NDC	CLUB	Old Time FF Rubber Duration	Willows
12-Jan-14	Sunday AM 0900-1200hrs	F/F	2	NDC	CLUB	Catapault Glider	Willows
12-Jan-14	Sunday PM 1300-1600hrs					SPARE	Willows
12-Jan-14	Sunday PM 1300-1500hrs	INDOOR	5	NDC	CLUB	FAI Class F1D	Templeton
12-Jan-14	Sunday PM 1300-1500hrs	INDOOR	6	NDC	CLUB	Experimental	Templeton
18-Jan-14	Saturday AM 0900-1200hrs					SPARE	Willows
18-Jan-14	Saturday PM 1300-1600hrs					SPARE	Willows
19-Jan-14	Sunday AM 0900-1200hrs	VINTAGE F/F	9	NDC	CLUB	Classic A/2 Glider	Willows
19-Jan-14	Sunday AM 0900-1200hrs	F/F	10	NDC	CLUB	A/2 Glider (FAI Class F1A)	Willows
19-Jan-14	Sunday PM 1300-1600hrs					SPARE	Willows
25-Jan-14	Saturday AM 0900-1200hrs					SPARE	Willows
25-Jan-14	Saturday PM 1300-1600hrs	PYLON	11	NDC	CLUB	Quickie 500 Sport Pylon	Willows
25-Jan-14	Saturday PM 1300-1600hrs	PYLON	12	NDC	CLUB	Quickie 500 Expert Pylon	Willows
25-Jan-14	Saturday PM 1300-1600hrs	PYLON	13	NDC	CLUB	FAI Pylon (F3D)	Willows
25-Jan-14	Saturday PM 1300-1600hrs	PYLON	14	NDC	CLUB	Intermediate Pylon	Willows
25-Jan-14	Saturday PM 1300-1600hrs	PYLON	15	NDC	CLUB	Sportsman Pylon	Willows
26-Jan-14	Sunday AM 0900-1200hrs	F/F	4	NDC	CLUB	Hand Launched Glider	Willows
26-Jan-14	Sunday AM 0900-1200hrs	F/F			CLUB	Tip Launched Glider	Willows
26-Jan-14	Sunday AM 0900-1200hrs	F/F	8	NDC	CLUB	Open Power (Class A)	Willows
26-Jan-14	Sunday AM 0900-1200hrs			NDC	CLUB	Club Rally day and NDC final day for month	Willows
26-Jan-14	Sunday PM 1300-1600hrs					SPARE	Willows

1-Feb-14	Saturday AM 0900-1200hrs					SPARE	Willows
1-Feb-14	Saturday PM 1300-1600hrs					SPARE	Willows
2-Feb-14	Sunday AM 0900-1200hrs	F/F	33	NDC	CLUB	Coupe D'Hiver (FAI Rubber Class F1G)	Willows
2-Feb-14	Sunday AM 0900-1200hrs	F/F	35	NDC	CLUB	P.30 Rubber	Willows
2-Feb-14	Sunday AM 0900-1200hrs	VINTAGE R/C	47	NDC	CLUB	Vintage R/C 1/2A Texaco	Willows
2-Feb-14	Sunday AM 0900-1200hrs	VINTAGE	48	NDC	CLUB	Vintage R/C Electric Rubber Texaco	Willows
2-Feb-14	Sunday PM 1300-1600hrs					SPARE	Willows
4-Feb-14	Tuesday PM 1900 - 2130hrs				CLUB	<b>Club Meeting</b>	Condell ave
8-Feb-14	Saturday AM 0900-1200hrs	SOARING	41	NDC	CLUB	6 minute Duration (class A)	Willows
8-Feb-14	Saturday AM 0900-1200hrs	SOARING	42	NDC	CLUB	2 Metre (class H)	Willows
8-Feb-14	Saturday PM 1300-1600hrs					SPARE	Willows
9-Feb-14	Sunday AM 0900-1200hrs	R/C POWER			CLUB	TOMBOY 36 and 48 R/C EVENT	Willows
9-Feb-14	Sunday AM 0900-1200hrs	VINTAGE F/F	45	NDC	CLUB	Nostalgia FF Rubber Duration	Willows
9-Feb-14	Sunday AM 0900-1200hrs	VINTAGE F/F	46	NDC	CLUB	Classic F/F Rubber Duration	Willows
9-Feb-14	Sunday PM 1300-1500hrs	INDOOR	31	NDC	CLUB	Hanger Rat	Templeton
9-Feb-14	Sunday PM 1300-1500hrs	INDOOR	32	NDC	CLUB	Fuselage	Templeton
9-Feb-14	Sunday PM 1300-1600hrs					SPARE	Willows
15-Feb-14	Saturday AM 0900-1200hrs					SPARE	Willows
15-Feb-14	Saturday PM 1300-1600hrs					SPARE	Willows
16-Feb-14	Sunday AM 0900-1200hrs	VINTAGE F/F	43	NDC	CLUB	Old Time FF Power Duration	Willows
16-Feb-14	Sunday AM 0900-1200hrs	VINTAGE F/F	44	NDC	CLUB	Nostalgia FF Power Duration	Willows
22-Feb-14	Saturday AM 0900-1200hrs					SPARE	Willows
22-Feb-14	Saturday PM 1300-1600hrs	PYLON	36	NDC	CLUB	Quickie 500 Sport Pylon	Willows
22-Feb-14	Saturday PM 1300-1600hrs	PYLON	37	NDC	CLUB	Quickie 500 Expert Pylon	Willows
22-Feb-14	Saturday PM 1300-1600hrs	PYLON	38	NDC	CLUB	FAI Pylon (F3D)	Willows
22-Feb-14	Saturday PM 1300-1600hrs	PYLON	39	NDC	CLUB	Intermediate Pylon	Willows
22-Feb-14	Saturday PM 1300-1600hrs	PYLON	40	NDC	CLUB	Sportsman Pylon	Willows
23-Feb-14	Sunday AM 0900-1200hrs			NDC	CLUB	Club Rally day and NDC final day for month	Willows
23-Feb-14	Sunday PM 1300-1500hrs					SPARE	Willows

# At a Car Dealership:

'The best way to get back on your feet - miss a car payment.'